

State Avenue Corridor Plan Community Meeting

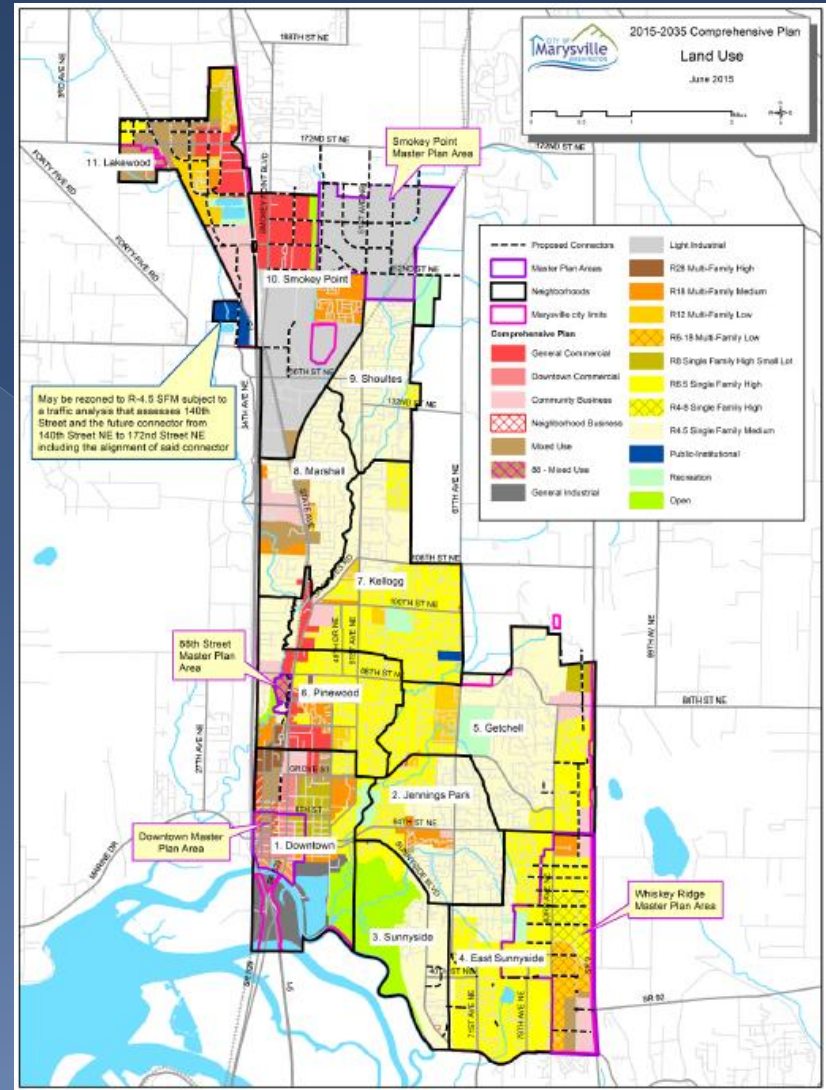


Why is a plan being developed for State Avenue?

- Purpose of the plan is to provide long-range guidelines to improve image and character of State Avenue.
- Ensure that redevelopment promotes community's goals and improves corridor.
- Plan will consider land uses, how sites are oriented, architectural design, transportation improvements, landscaping, pedestrian circulation, and transit service.

Current Comprehensive Plan Designations and Land Use

- Predominately commercial zoning: GC, CB, DC, and MU.
- Residential limited to established single family areas.
- GC, CB, and DC, allow for broad mix of commercial, retail, and personal services of varying degrees of intensity. Multi-family allowed above commercial.
- MU zone allows for pedestrian and transit-oriented high density multi-family and high density employment with limited complementary retail uses. Zone allows for commercial, multi-family, or a combination of the two.

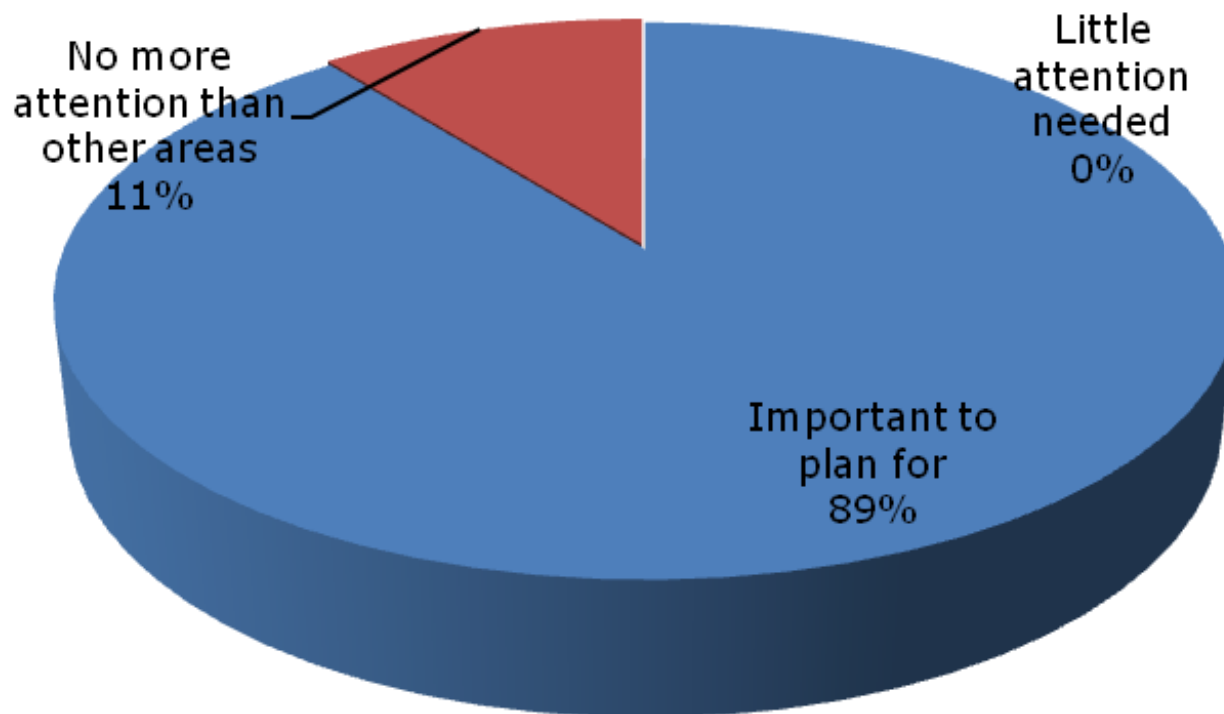


State Avenue Corridor Subarea Plan Community Survey

- City staff has been conducting a survey to obtain feedback from community and stakeholders.
- Feedback will help shape the State Avenue Corridor Plan.
- To-date 129 surveys have been completed.
- Survey is available to take tonight or online. The survey closes Friday, March 11th.

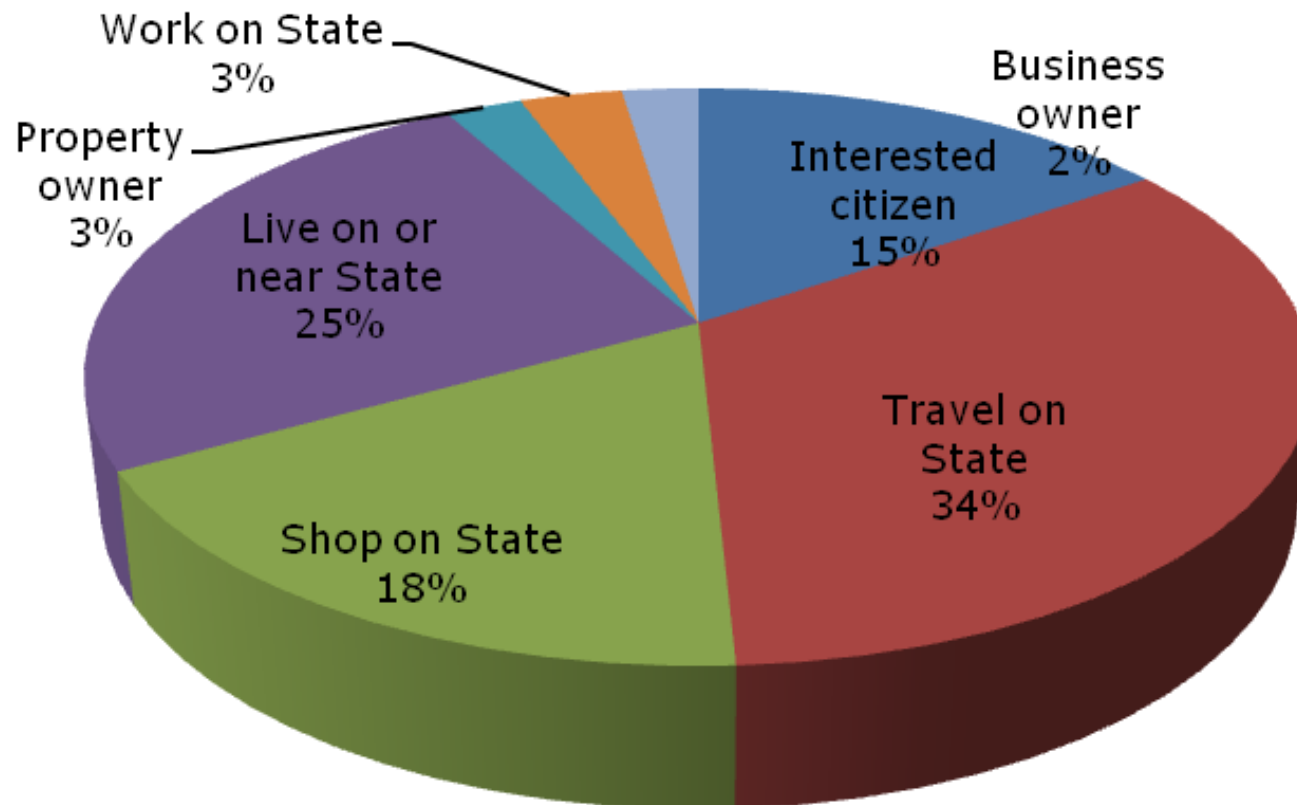
State Avenue Corridor Subarea Plan Community Survey – Results

WHICH OF THE FOLLOWING BEST DESCRIBES YOUR OPINION ABOUT PLANNING FOR STATE AVENUE?



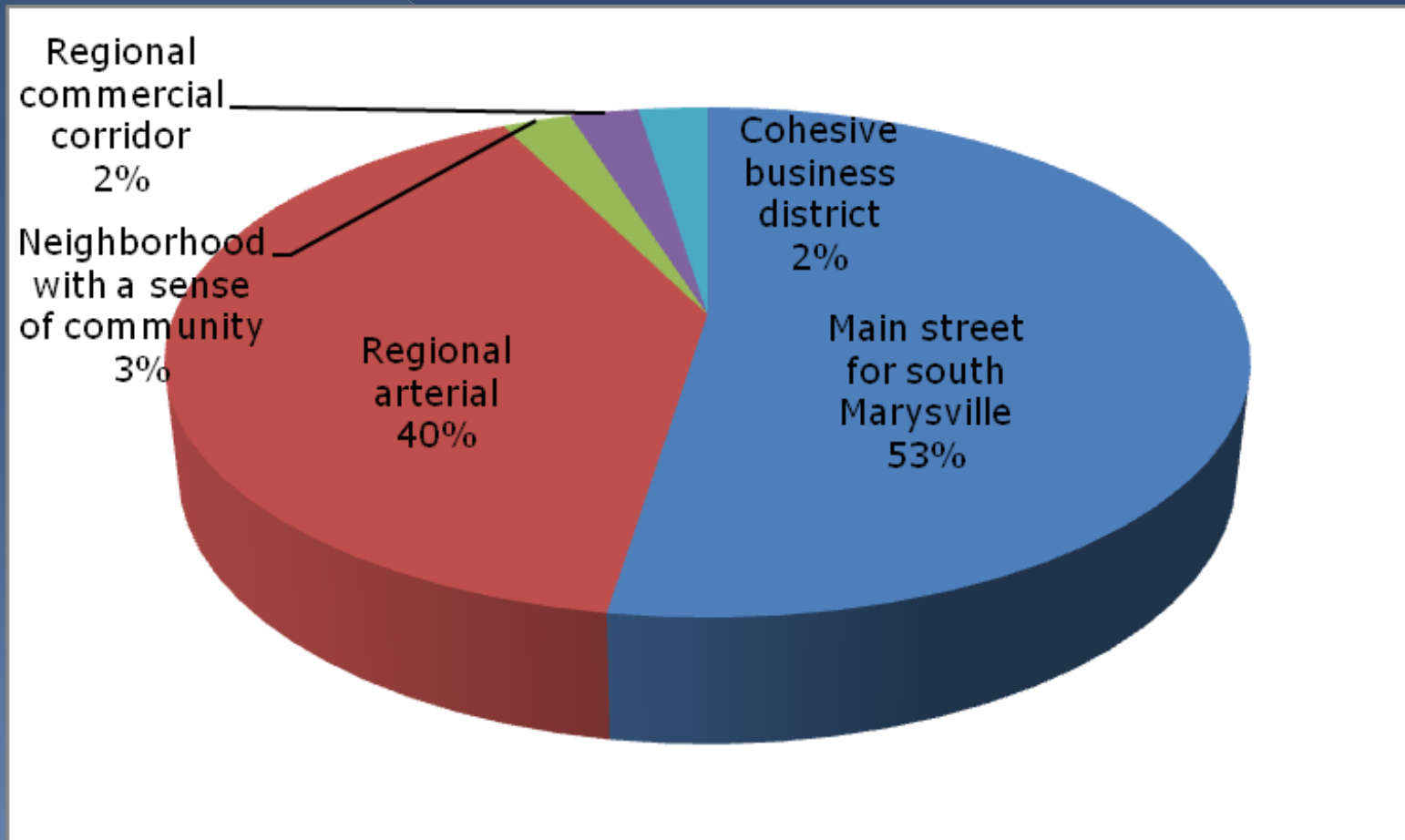
State Avenue Corridor Subarea Plan Community Survey – Results

WHAT BEST DESCRIBES YOUR INTEREST IN STATE AVENUE?



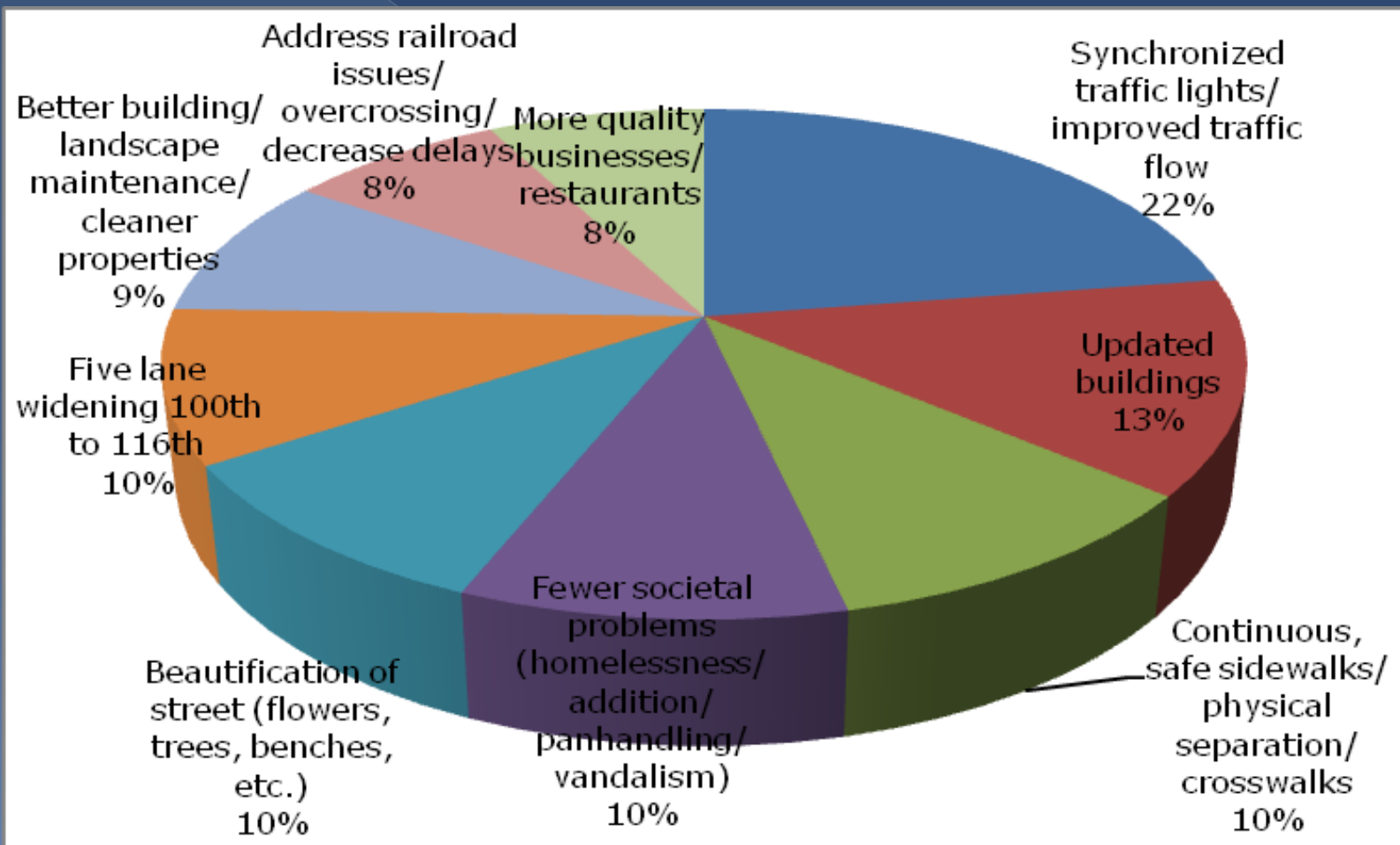
State Avenue Corridor Subarea Plan Community Survey – Results

WHICH OF THE FOLLOWING BEST DESCRIBES YOUR OPINION OF HOW THE STATE AVENUE CORRIDOR FUNCTIONS?



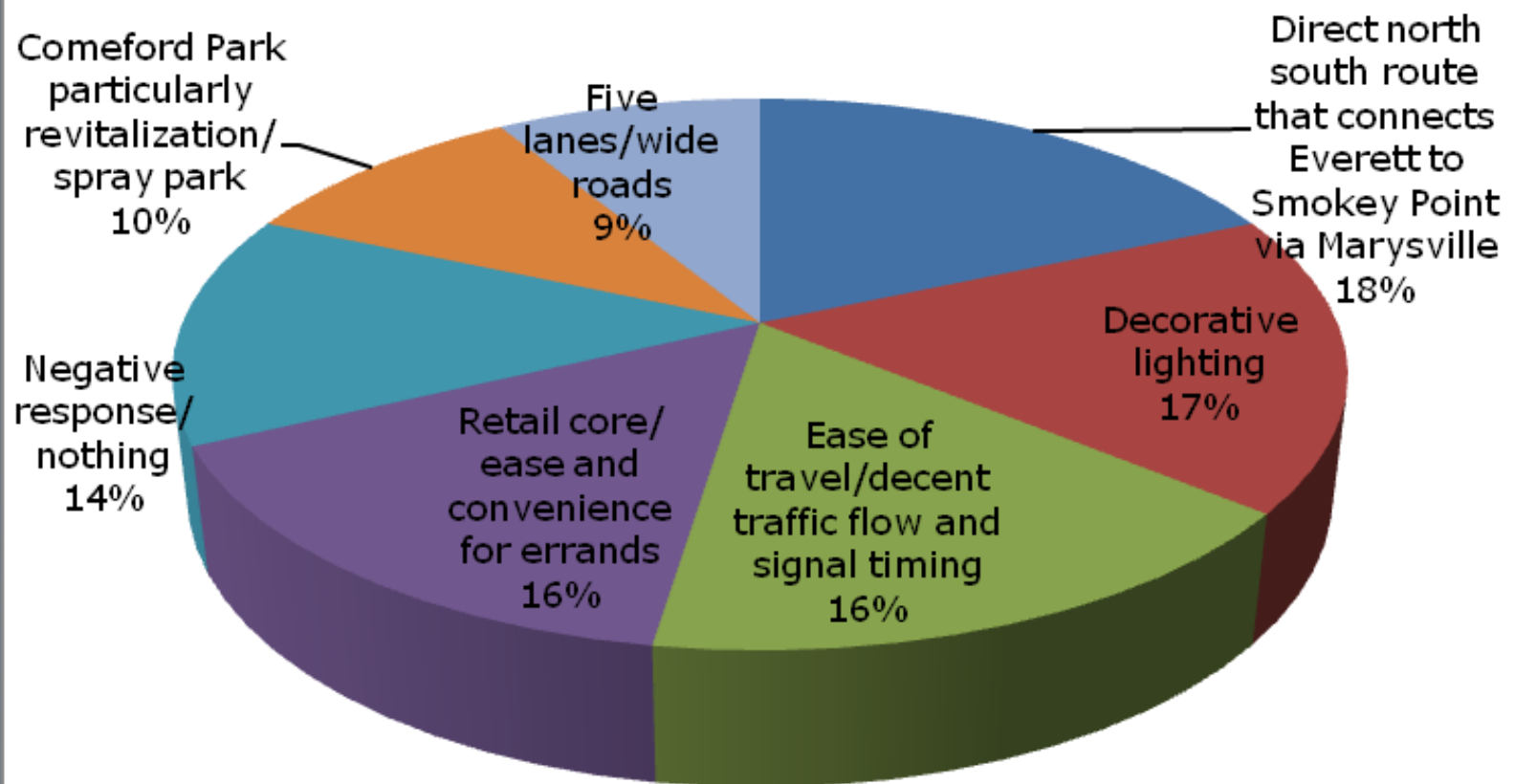
State Avenue Corridor Subarea Plan Community Survey – Results

DESIRED CHANGES IN NEXT FIVE YEARS



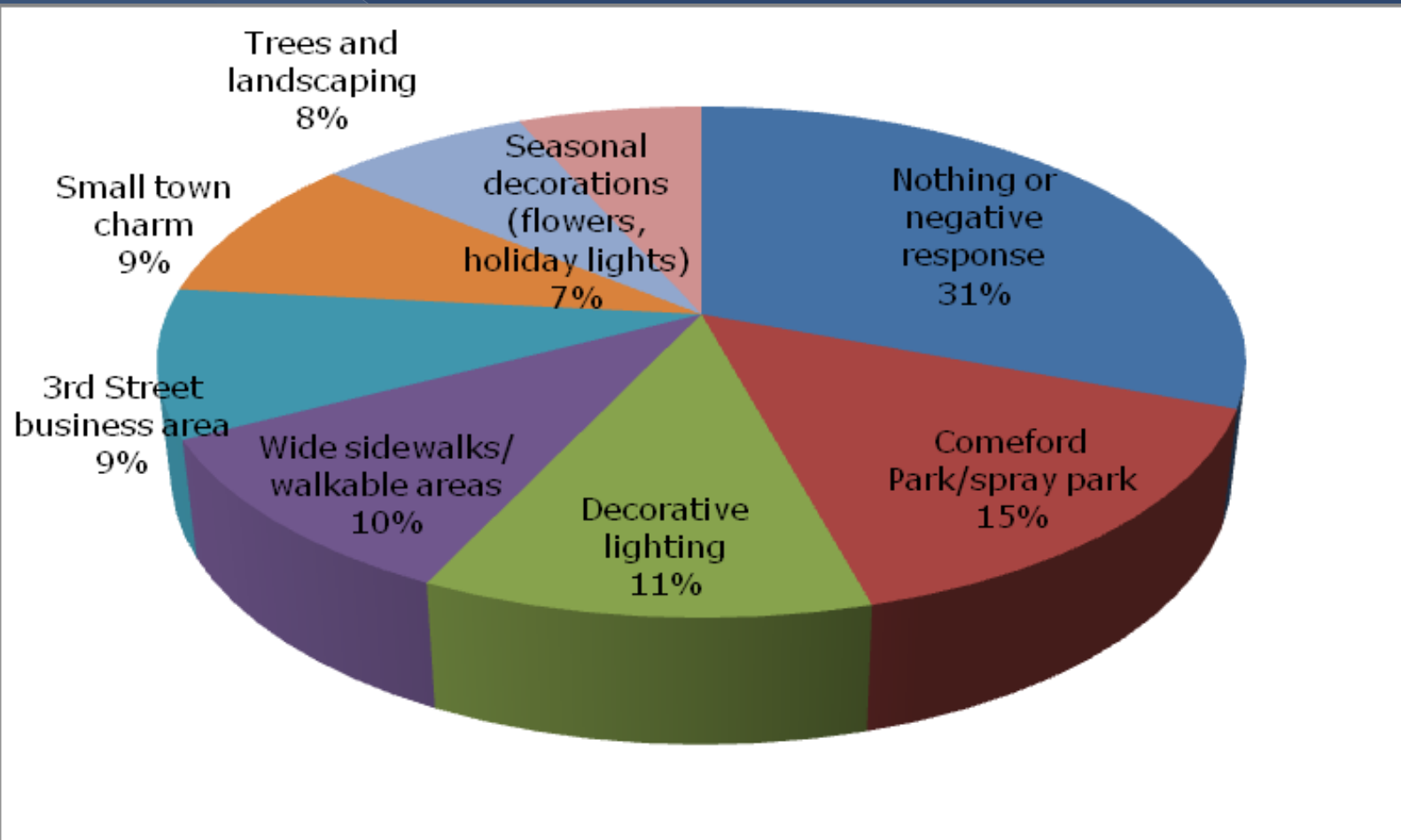
State Avenue Corridor Subarea Plan Community Survey – Results

MOST LIKED ASPECTS OF STATE AVENUE



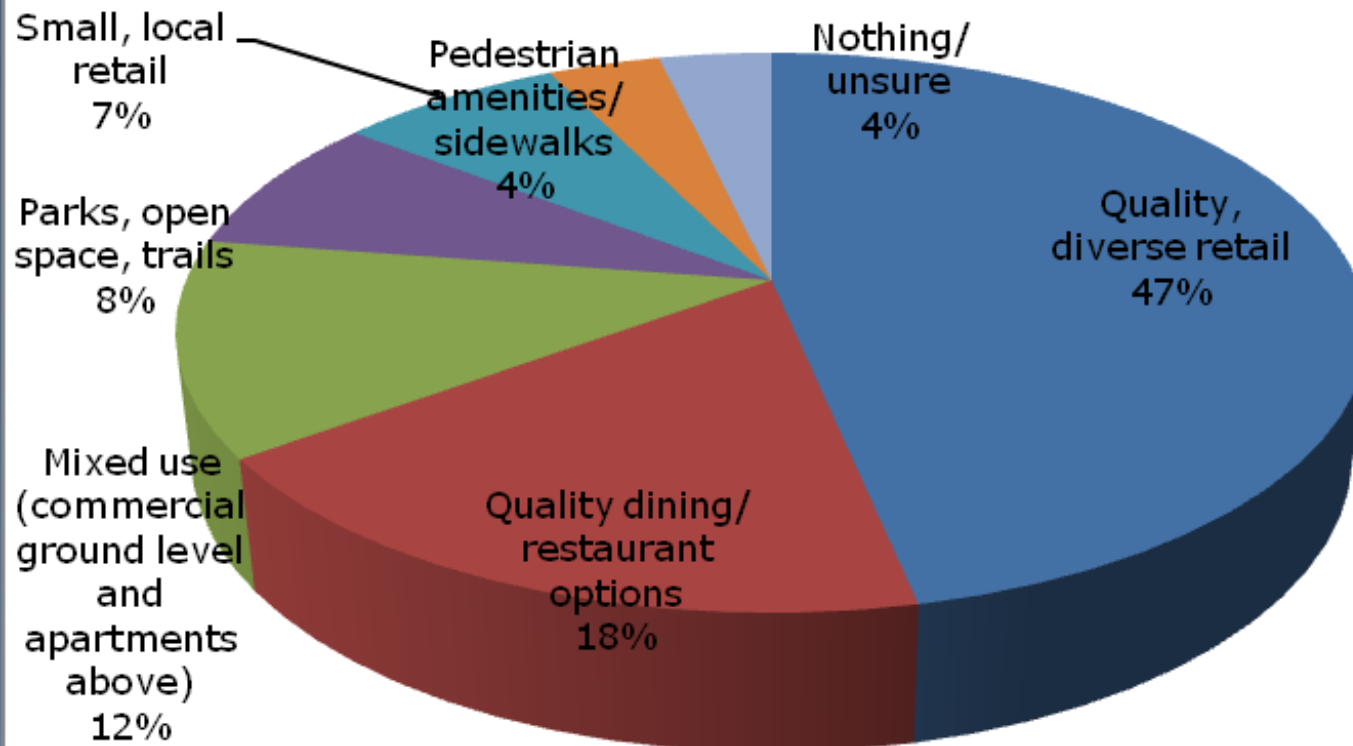
State Avenue Corridor Subarea Plan Community Survey – Results

CHARACTER/ASPECTS OF STATE AVENUE TO PRESERVE



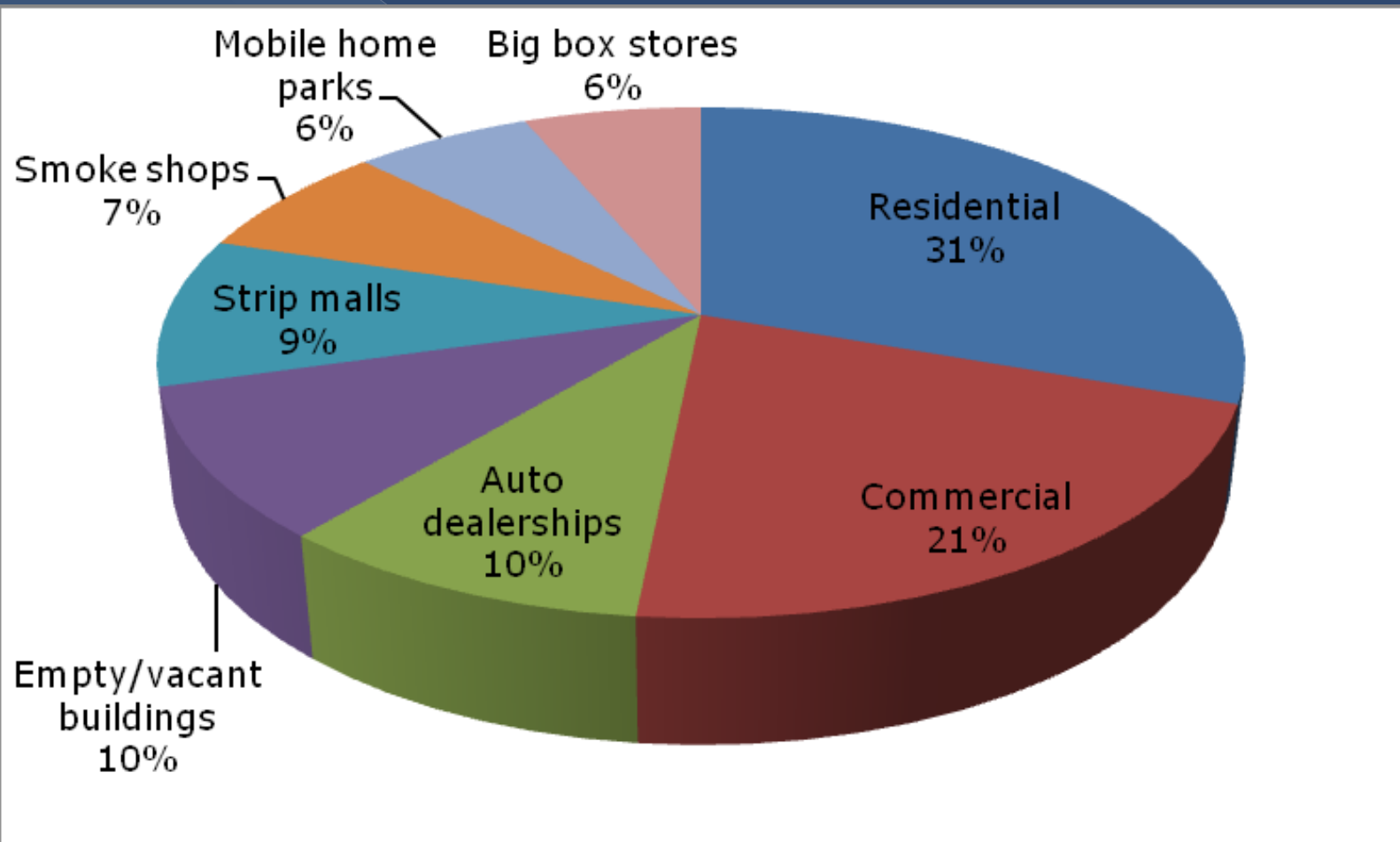
State Avenue Corridor Subarea Plan Community Survey – Results

TYPES OF LAND USE YOU WOULD LIKE TO SEE MORE OF ON STATE AVENUE



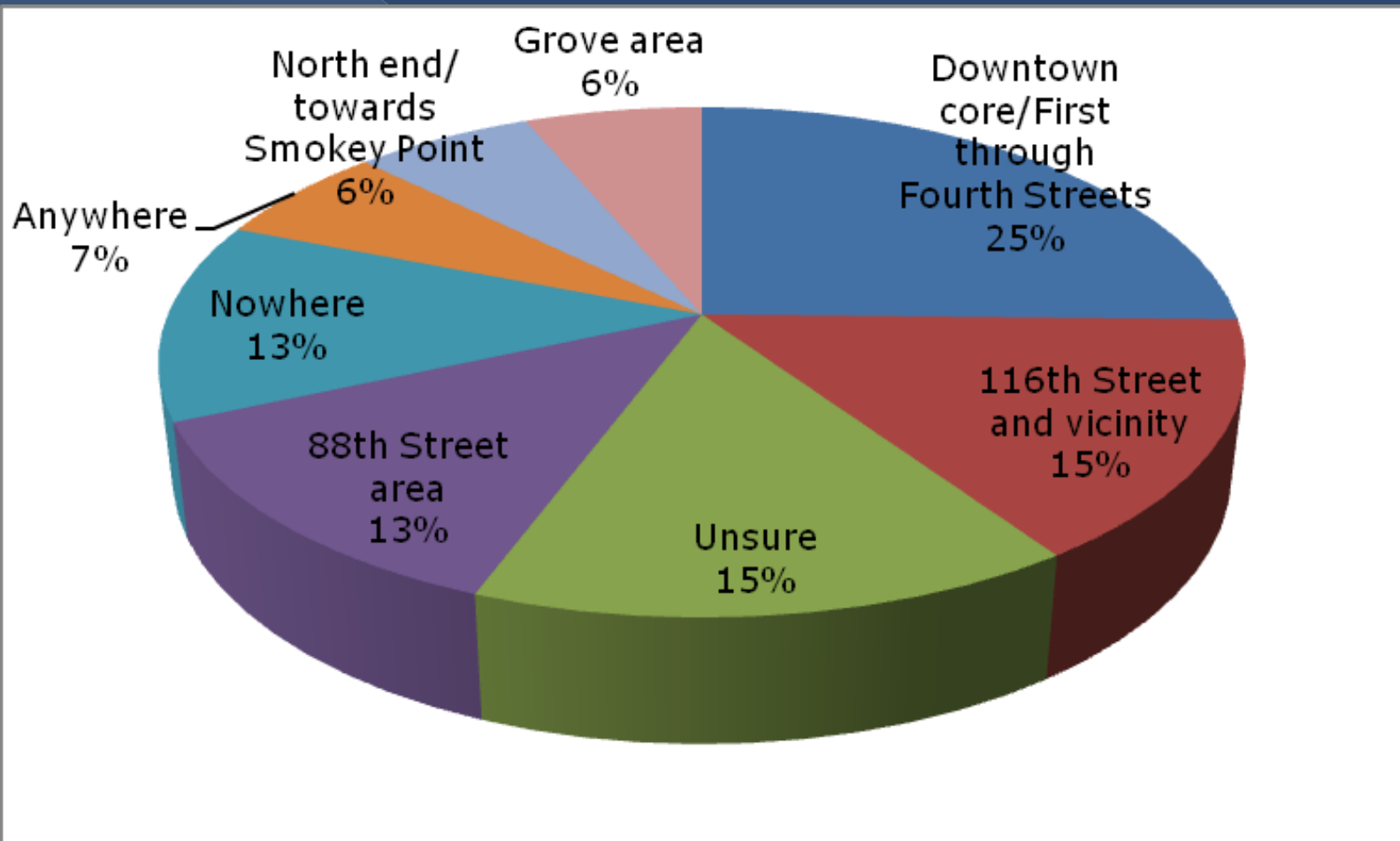
State Avenue Corridor Subarea Plan Community Survey – Results

TYPES OF LAND USE YOU WOULD LIKE TO SEE LESS OF ON STATE AVENUE



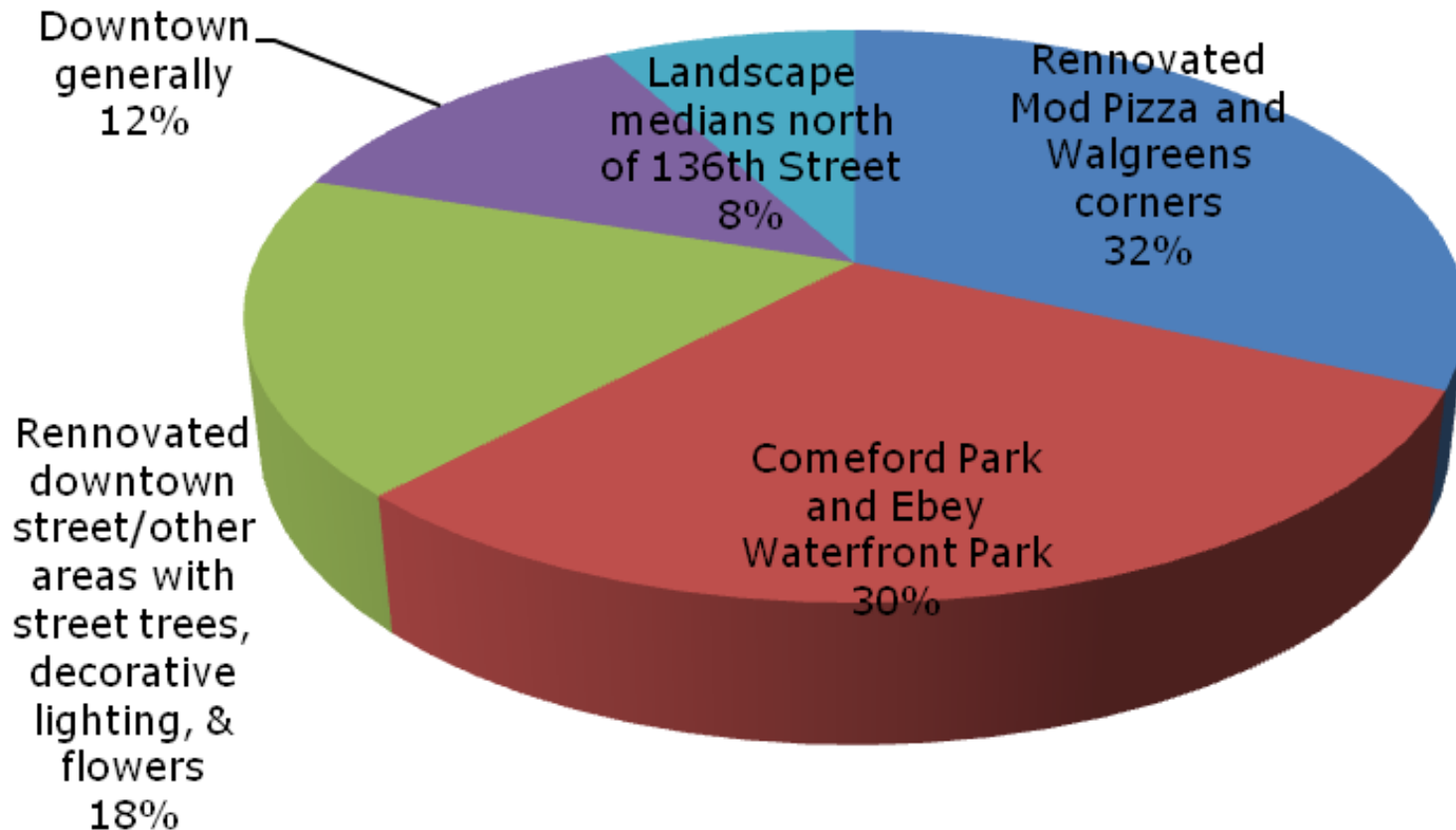
State Avenue Corridor Subarea Plan Community Survey – Results

SPECIFIC AREAS ALONG STATE AVENUE WHERE YOU ENVISION MIXED USE CENTERS WORKING



State Avenue Corridor Subarea Plan Community Survey – Results

AREAS ALONG STATE AVENUE THAT ARE VISUALLY APPEALING



State Avenue Corridor Subarea Plan Community Survey – Results

Recent renovations to
the northeast corner of
intersection of State
Avenue and 4th Street.



And the southwest
corner of intersection
of State Avenue and
4th Street.

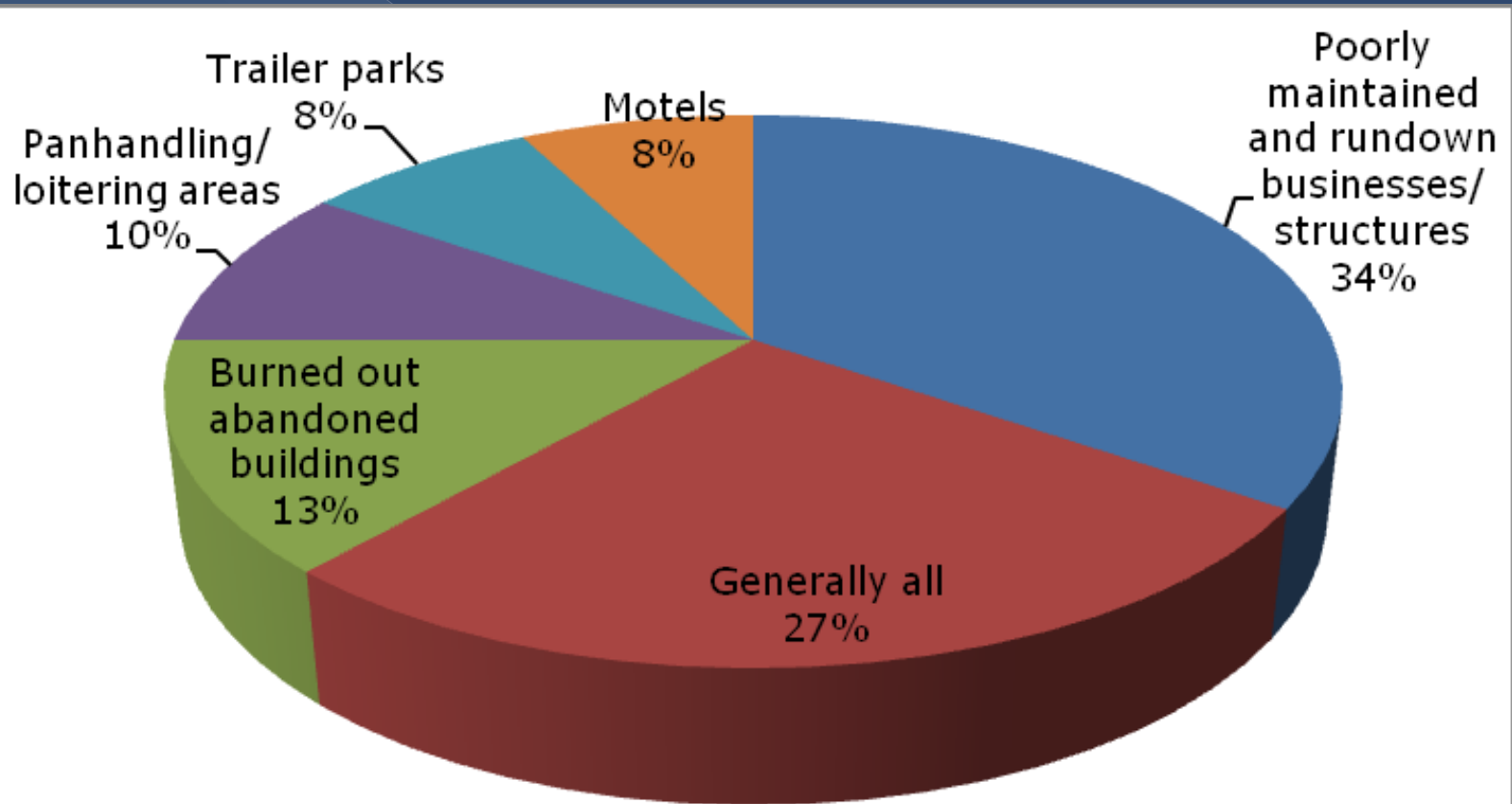
State Avenue Corridor Subarea Plan Community Survey – Results

Recent renovations to the Dairy Queen and the Verizon building at the southwest corner of 3rd and State.



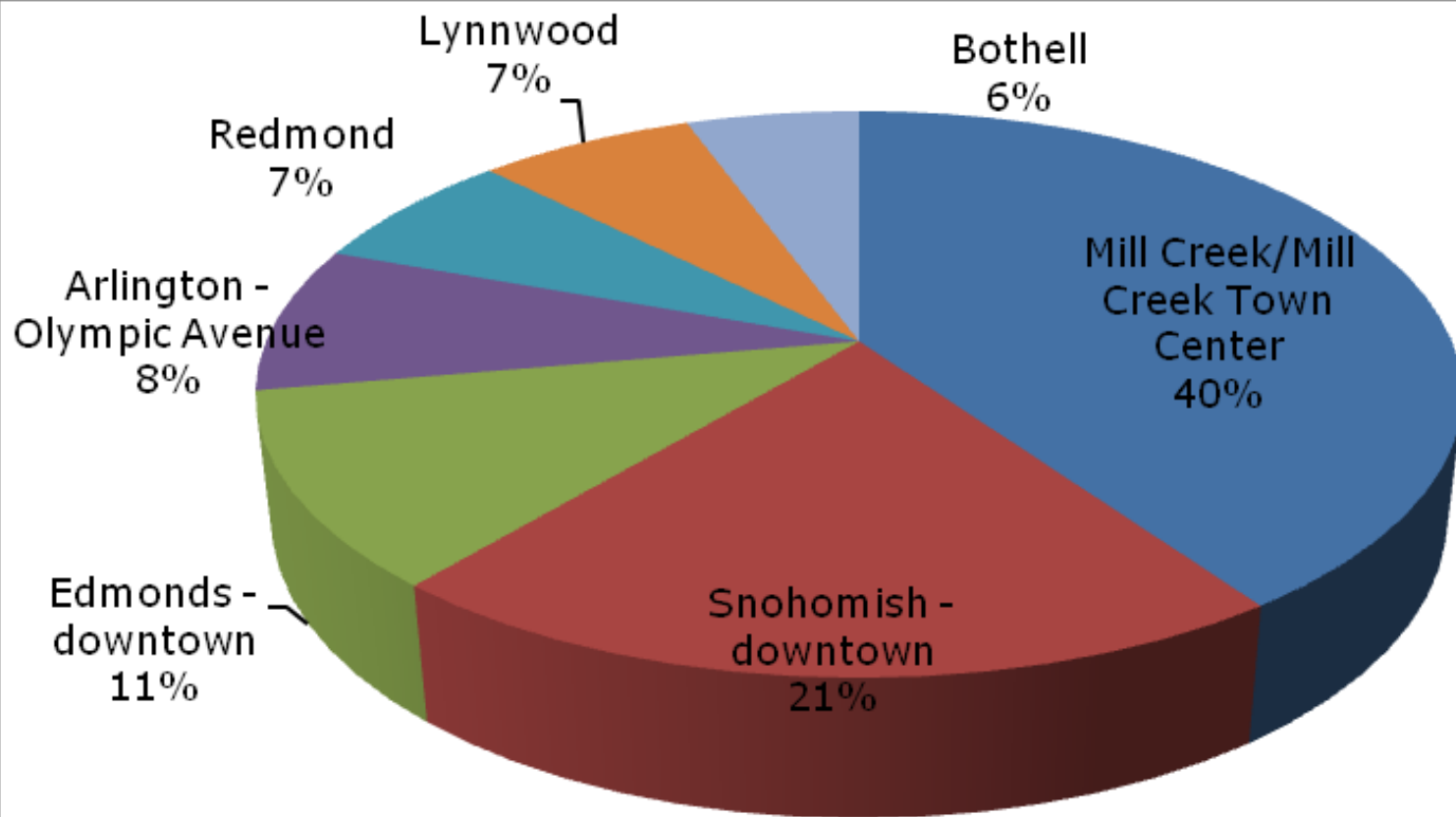
State Avenue Corridor Subarea Plan Community Survey – Results

AREAS ALONG STATE AVENUE THAT ARE VISUALLY UNAPPEALING



State Avenue Corridor Subarea Plan Community Survey – Results

WHAT COMMERCIAL CORRIDORS DO YOU LIKE IN OTHER CITIES?



State Avenue Corridor Subarea Plan Community Survey – Results

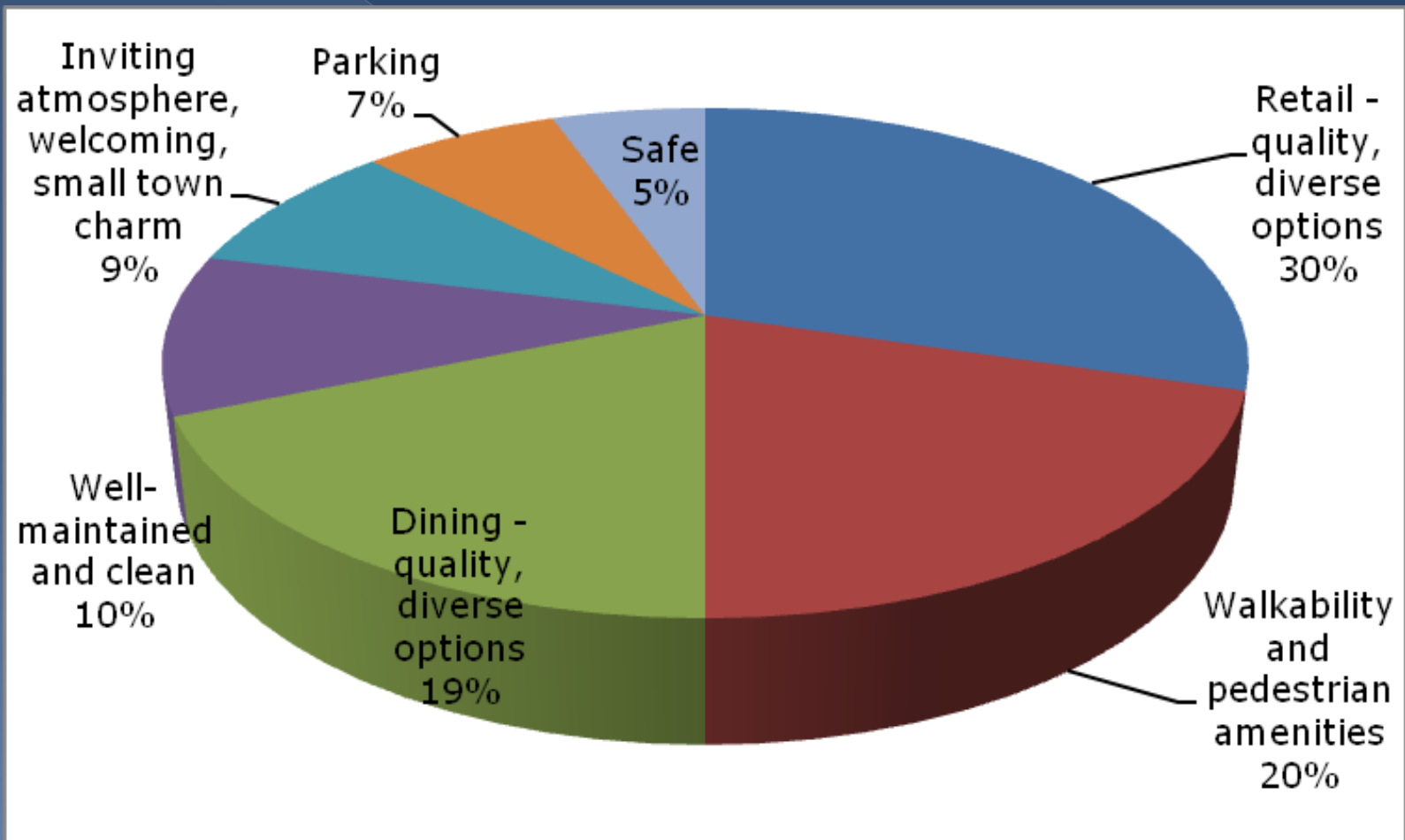


Mill Creek Towne Center.
Survey respondents enjoy the
architectural design, varied
shopping, and walkability of
this commercial corridor.



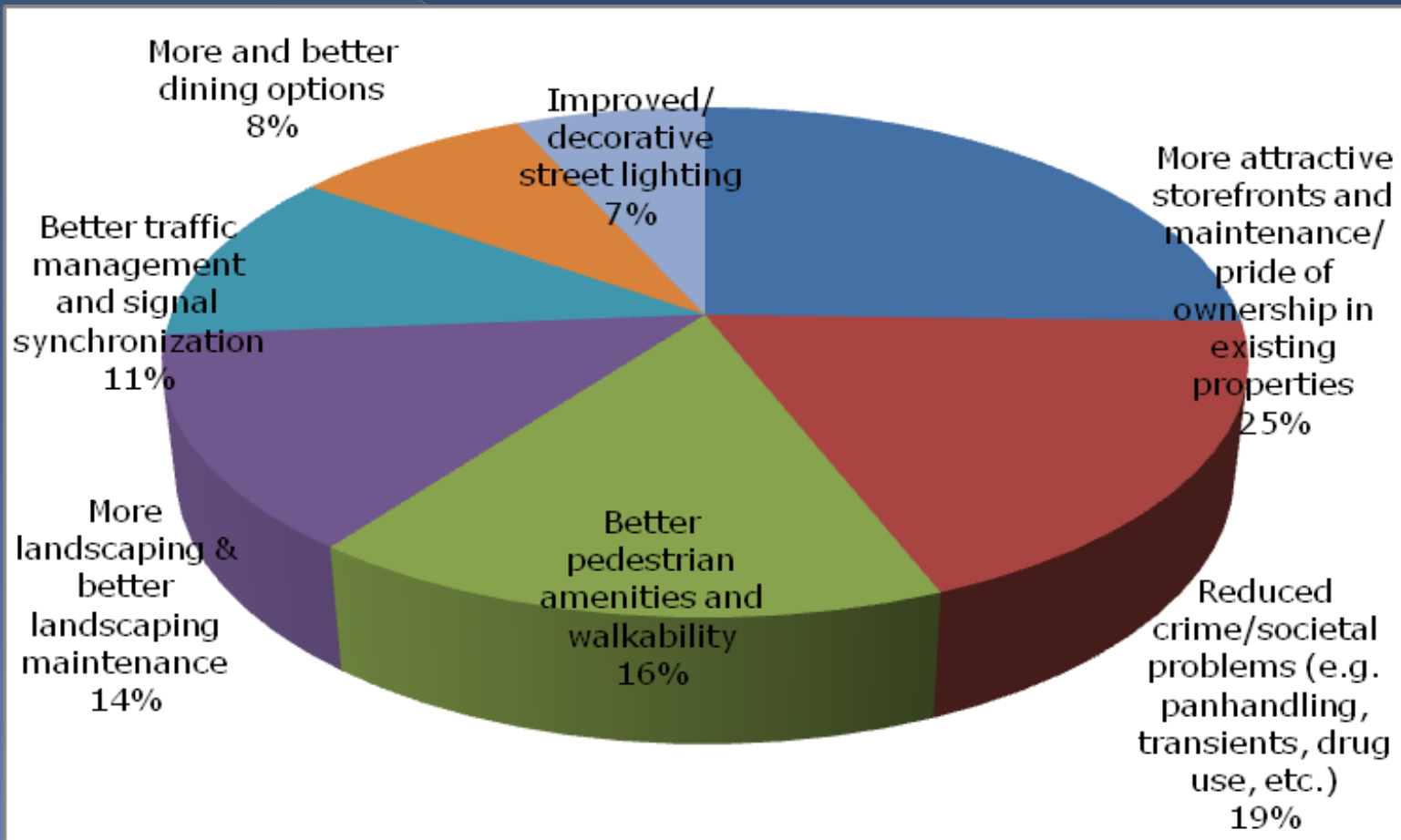
State Avenue Corridor Subarea Plan Community Survey – Results

WHAT CORRIDOR FEATURES DO YOU FIND MOST DESIRABLE?



State Avenue Corridor Subarea Plan Community Survey – Results

CHANGES/IMPROVEMENTS THAT WOULD MAKE LIVING ALONG STATE AVENUE MORE ATTRACTIVE



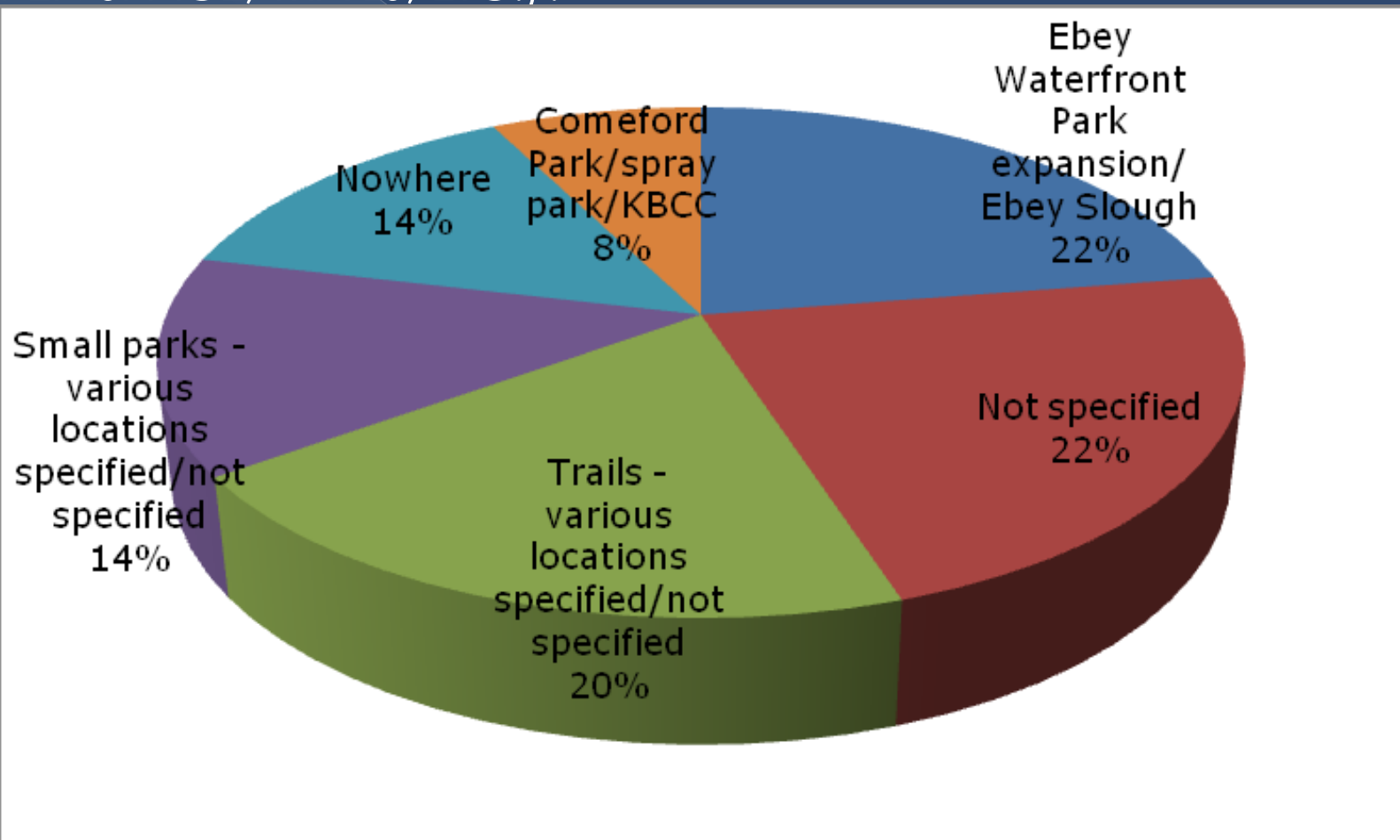
State Avenue Corridor Subarea Plan Community Survey – Results



- An example of beautifully maintained building and landscaping.

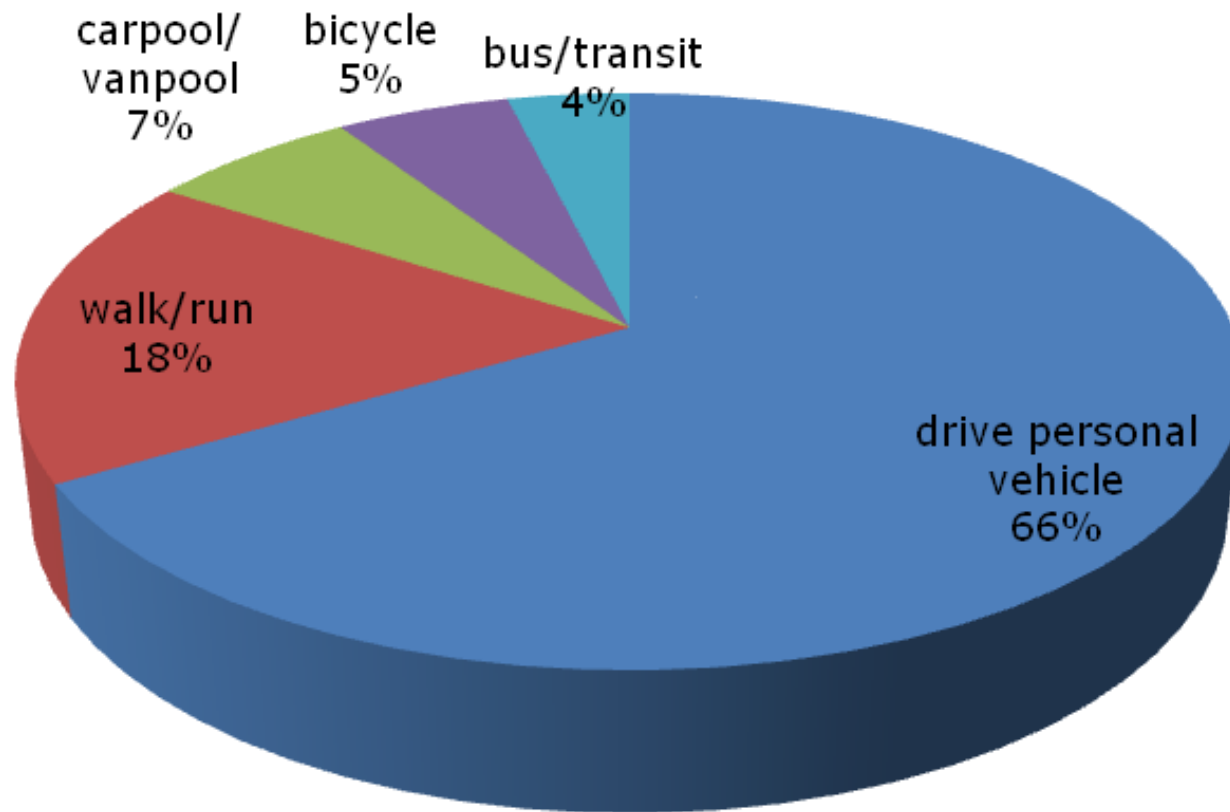
State Avenue Corridor Subarea Plan Community Survey – Results

WHERE DO YOU SEE OPPORTUNITIES FOR RECREATION (POCKET PARKS, OPEN SPACE, TRAILS, ETC.)?



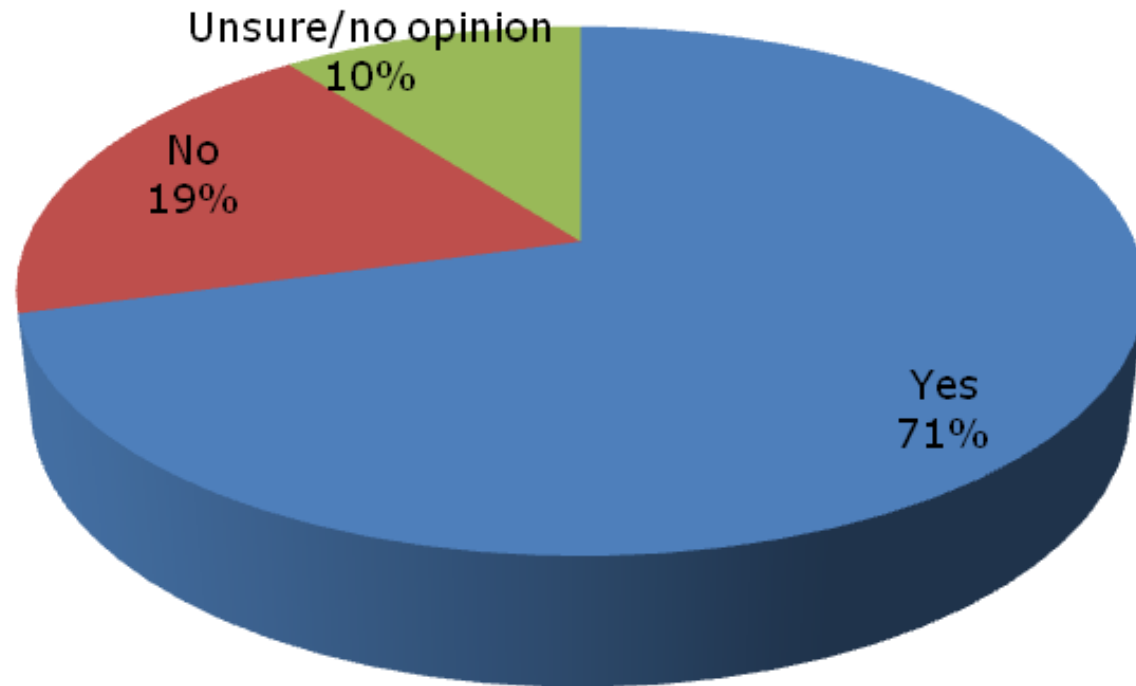
State Avenue Corridor Subarea Plan Community Survey – Results

HOW DO YOU TRAVEL WITHIN THE STATE AVENUE CORRIDOR?



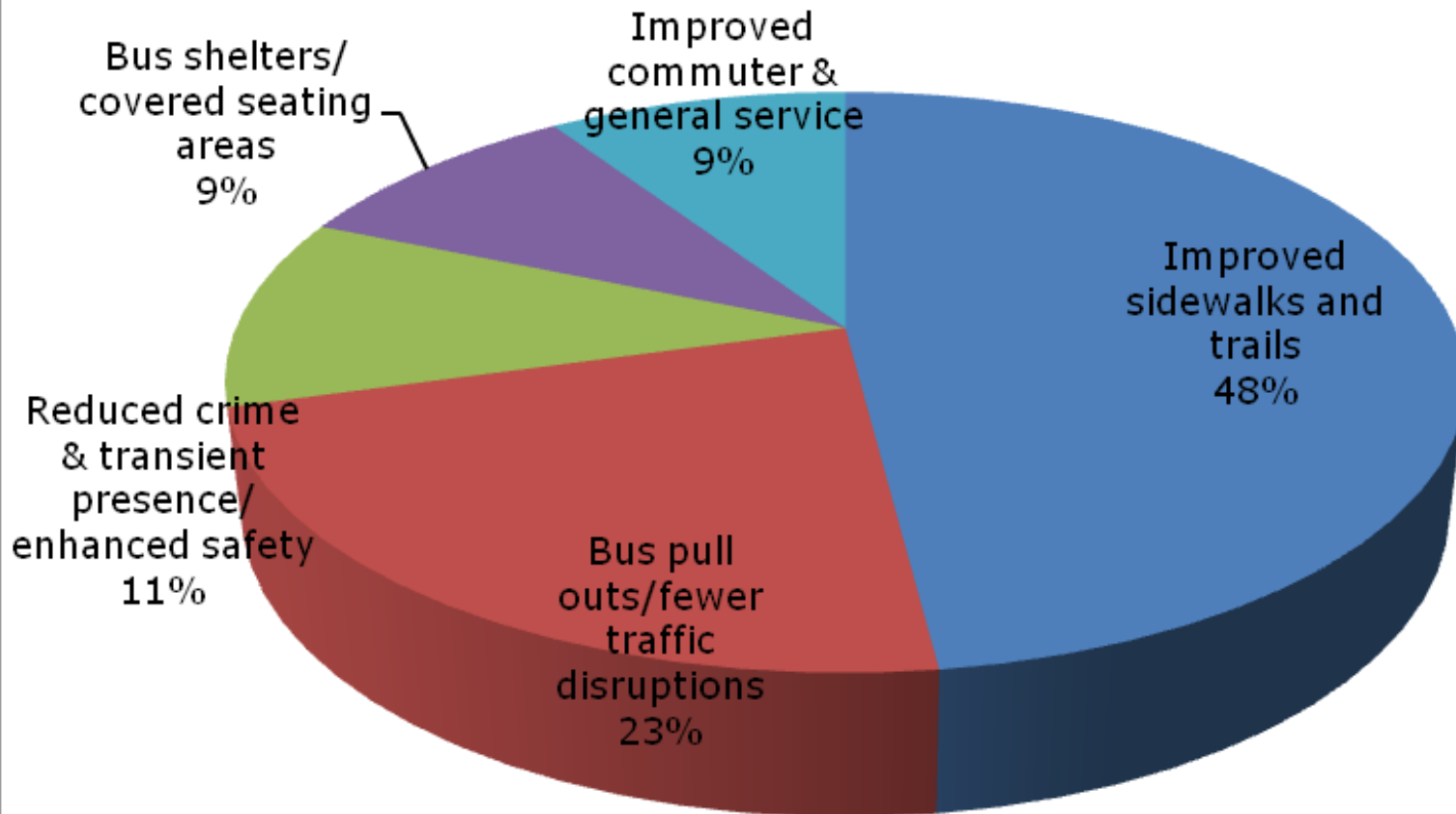
State Avenue Corridor Subarea Plan Community Survey – Results

SHOULD THE CITY IMPROVE OPPORTUNITIES FOR TRANSIT AND PEDESTRIANS ALONG STATE AVENUE?



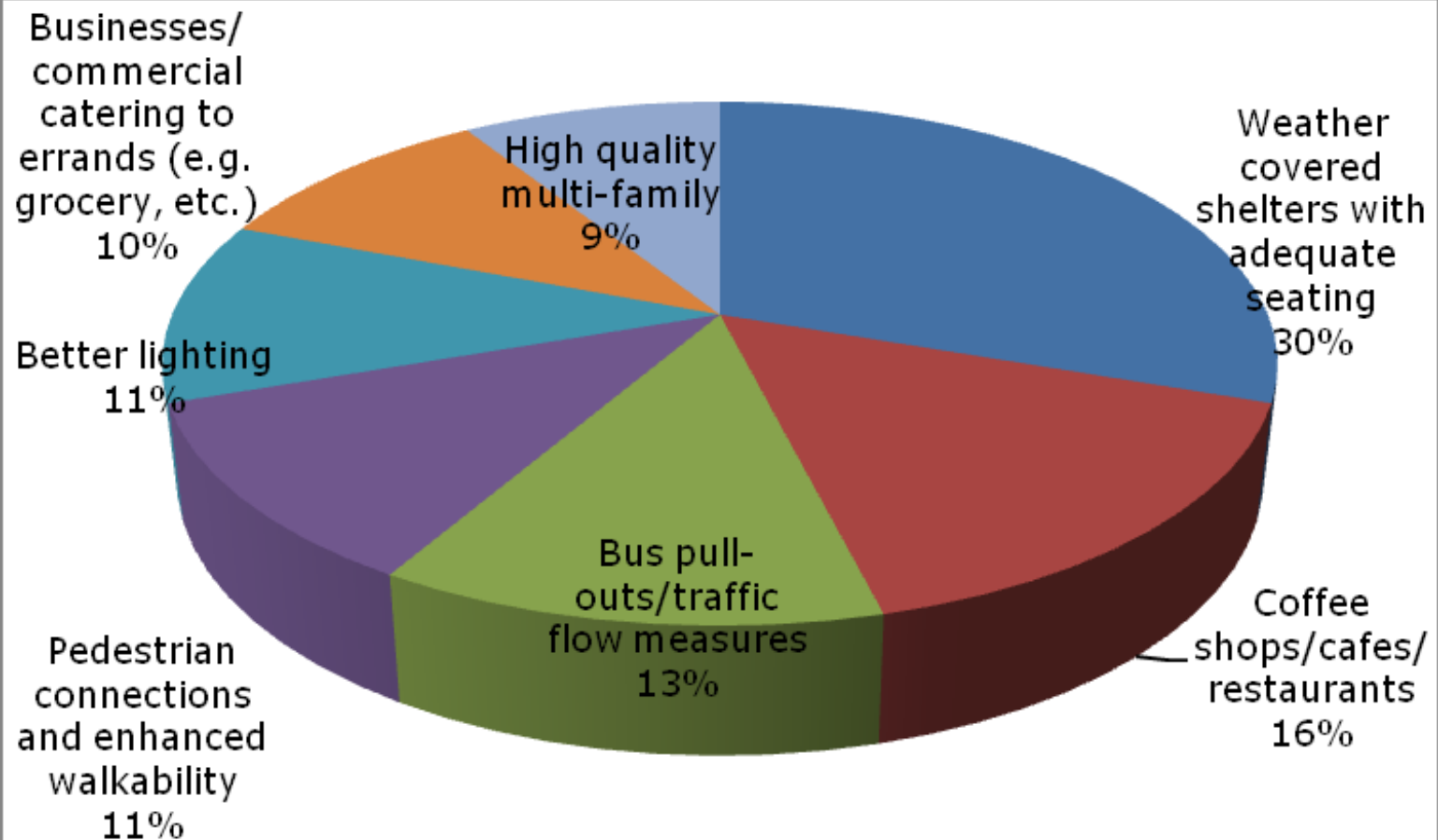
State Avenue Corridor Subarea Plan Community Survey – Results

MOST DESIRED TRANSIT AND PEDESTRIAN IMPROVEMENTS



State Avenue Corridor Subarea Plan Community Survey – Results

WHAT TYPES OF LAND USES OR PUBLIC IMPROVEMENTS SHOULD THE CITY ENCOURAGE NEAR TRANSIT STOPS?



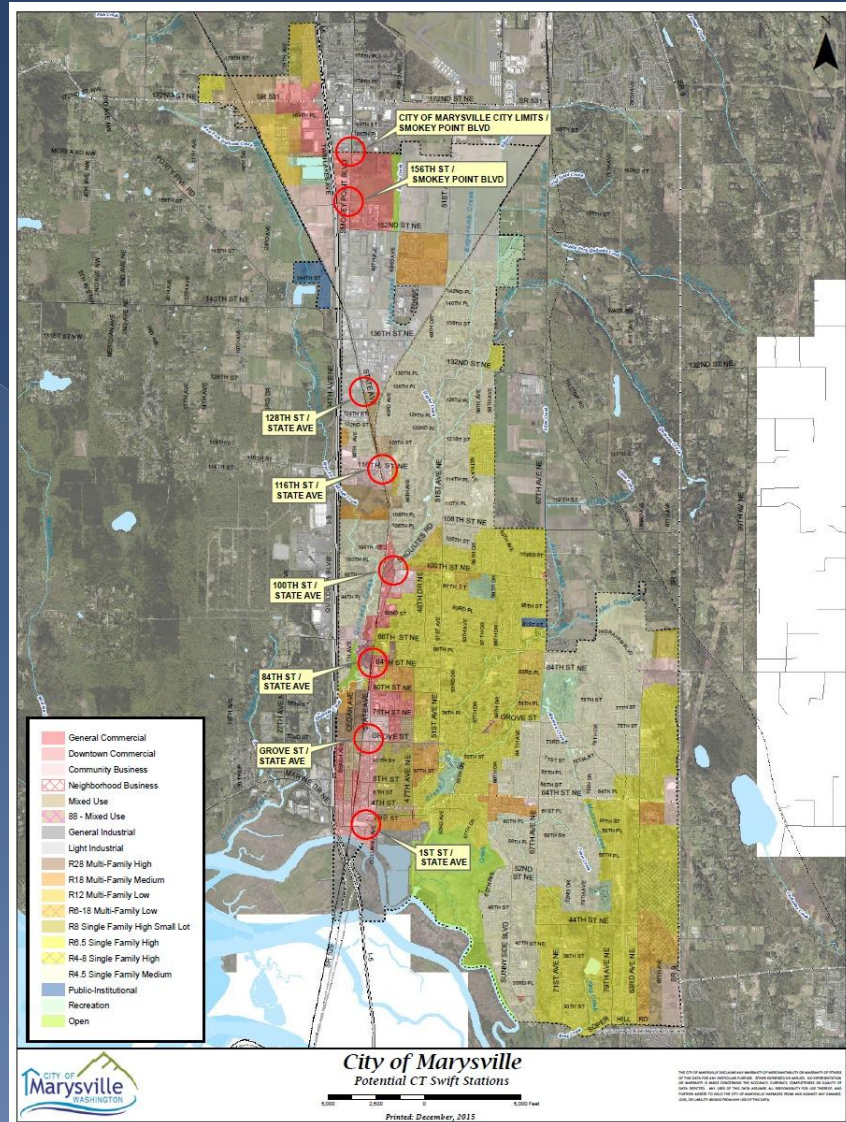
Community Transit Swift Service

- Swift is bus rapid transit
- Designed to move people quickly
- Presently serves 17 mile stretch of Hwy. 99/Evergreen Way/Rucker Ave. corridor between Shoreline and Everett
- Not anticipated in Marysville until 2027-28
- City working with Community Transit planners on potential locations
- 1 mile average spacing for Swift stations
- Different land uses near stations?
- Service maximized when near mixed uses, jobs, and high density residential



Community Transit Swift Service

- Potential location include the intersections of State Avenue/Smokey Point Boulevard and:
- 1st Street
- Grove Street
- 84th Street
- 100th Street
- 116th Street
- 128th Street
- 156th Street
- 164th Street/northern city limits



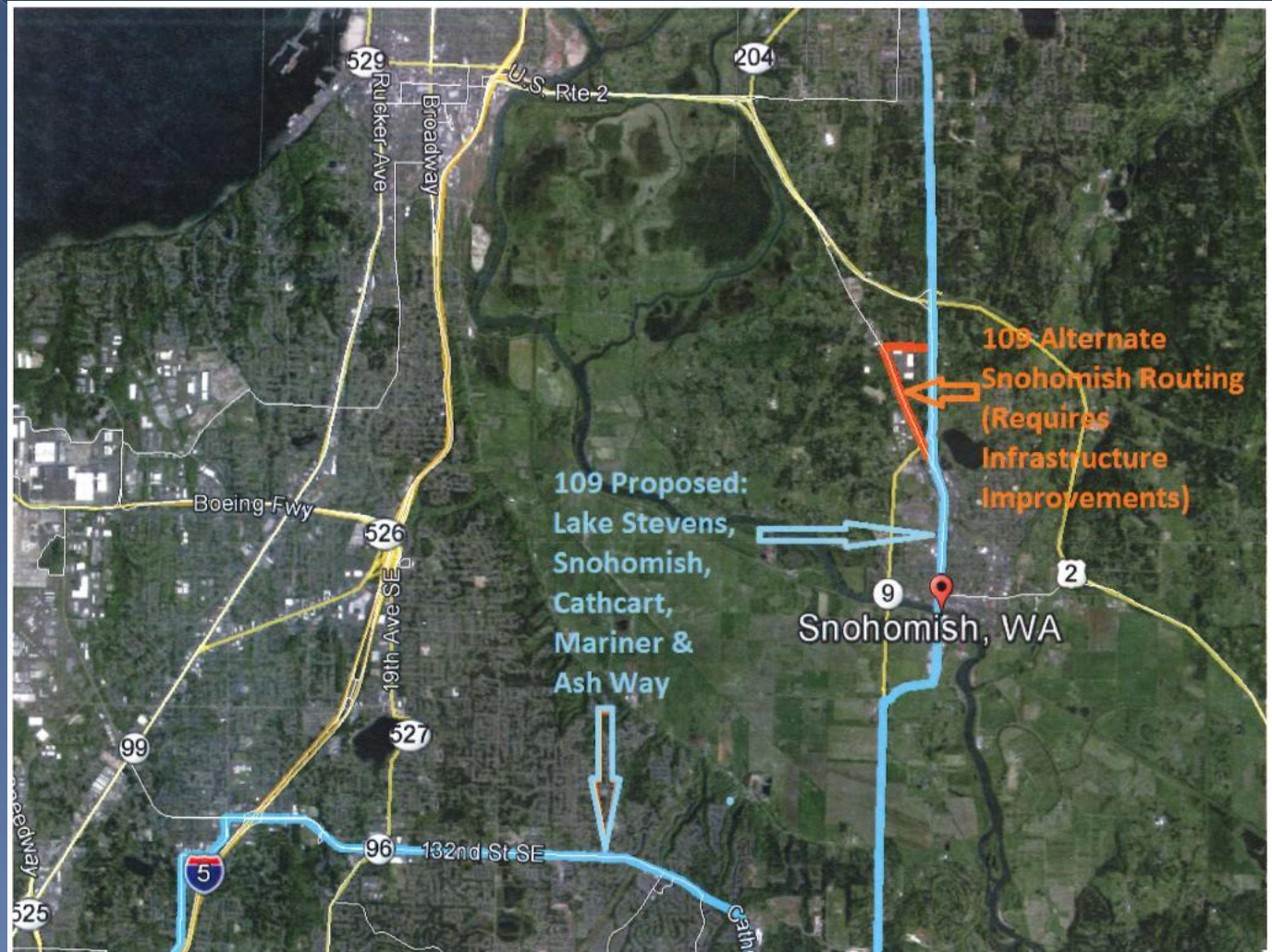
Community Transit Service Expansion

- In March, Community Transit to begin outreach on proposed expansions to service
- Proposals subject to CT board approval
- Two new routes proposed: 209 and 109
- 209 will provide connection from Lake Stevens to Tulalip/Quil Ceda Village



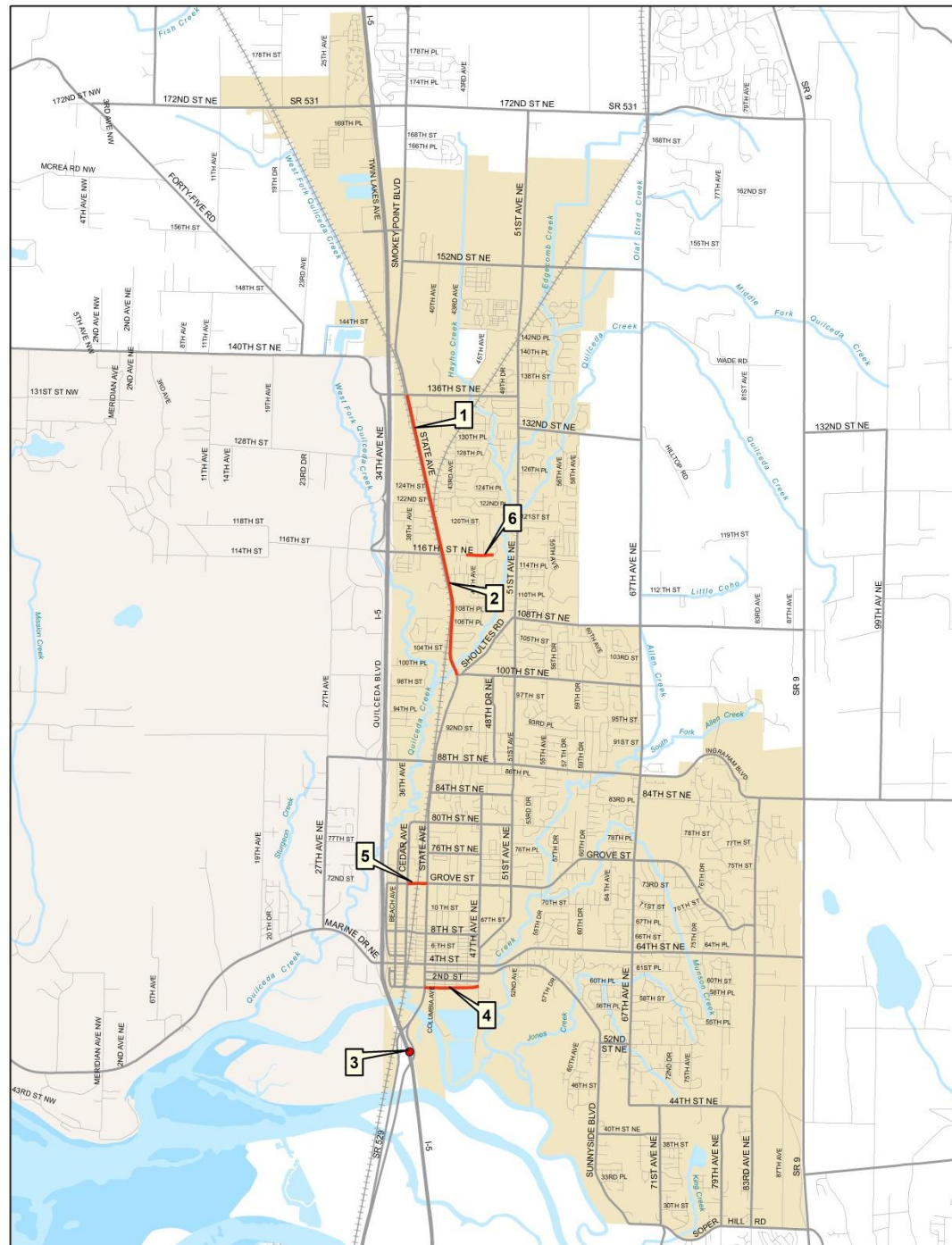
Community Transit Service Expansion

- 109 will provide connectivity from Lake Stevens to Snohomish to Cathcart and Mariner & Ash Way
- Hours on certain routes will be expanded
- Additional stops may be added



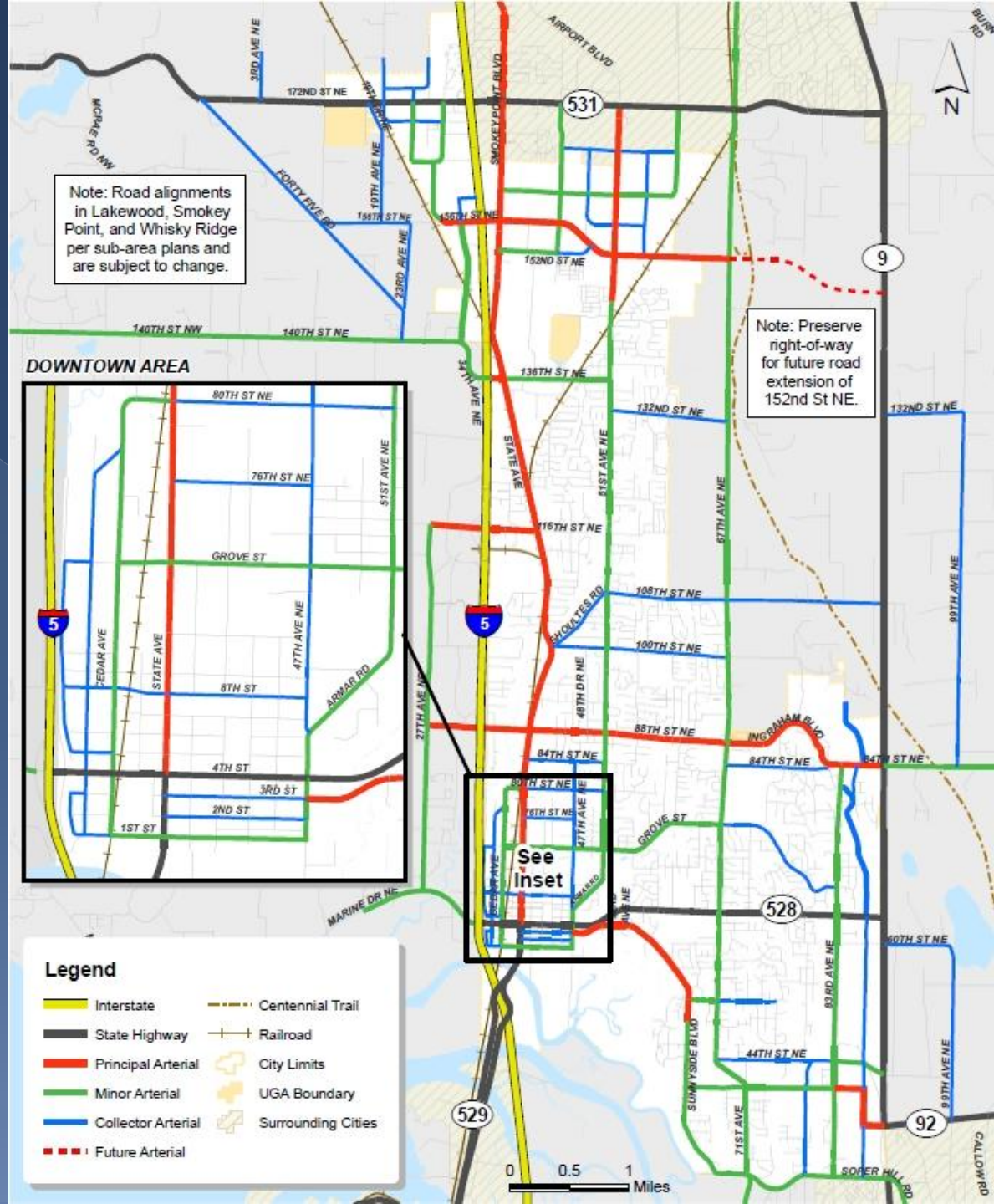
Current and Future Transportation Improvements

1. State Avenue widening from 116th St NE to 136th St NE
2. State Avenue widening from 100th St NE to 116th St NE
3. SR-529 and I-5 Interchange
4. First Street Bypass
5. Grove Street Pedestrian and Bicycle Improvements
6. Marshall Elementary Safe Routes to School (116th St NE)
7. 3rd Street and 1st Street Improvements
8. SR528 Pedestrian Signal
9. Pedestrian and Bicycle Improvements in Comprehensive Plan



Roadway Classification

State Avenue is the City's principal north-south arterial.



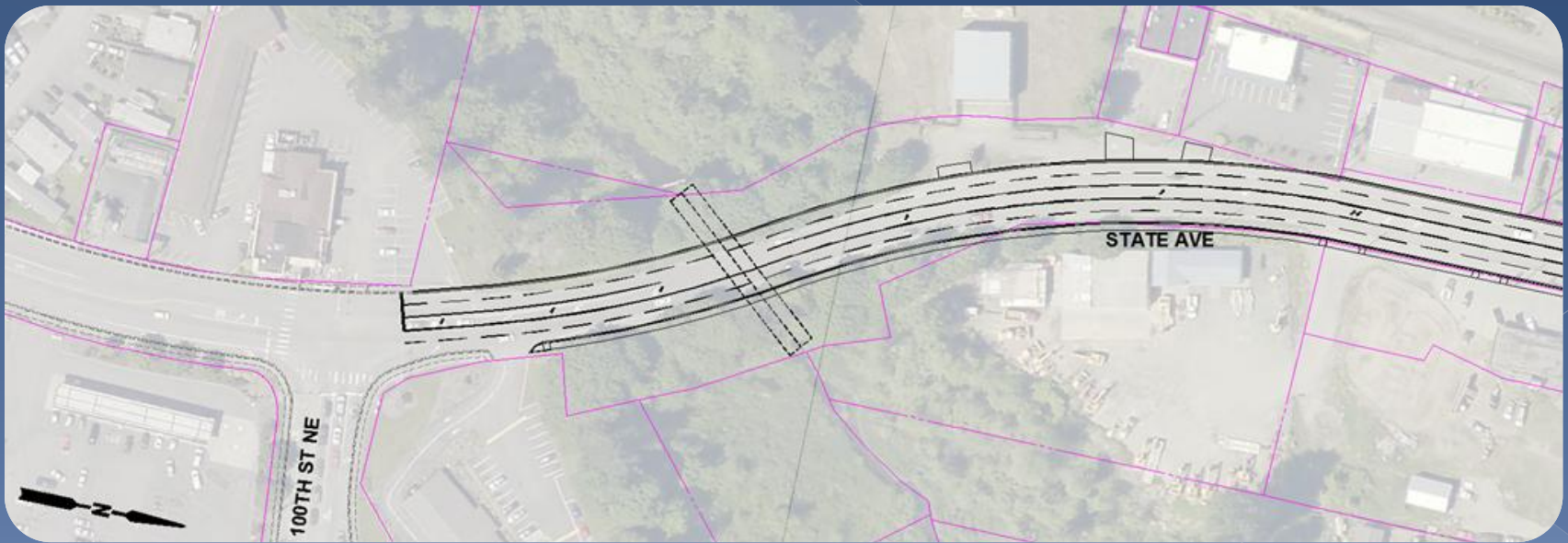
State Avenue Widening (116th St NE to 136th St NE)

Construction is nearing completion on State Avenue from north of 116th St NE to south of 136th St NE from 3-lanes to 5-lanes.



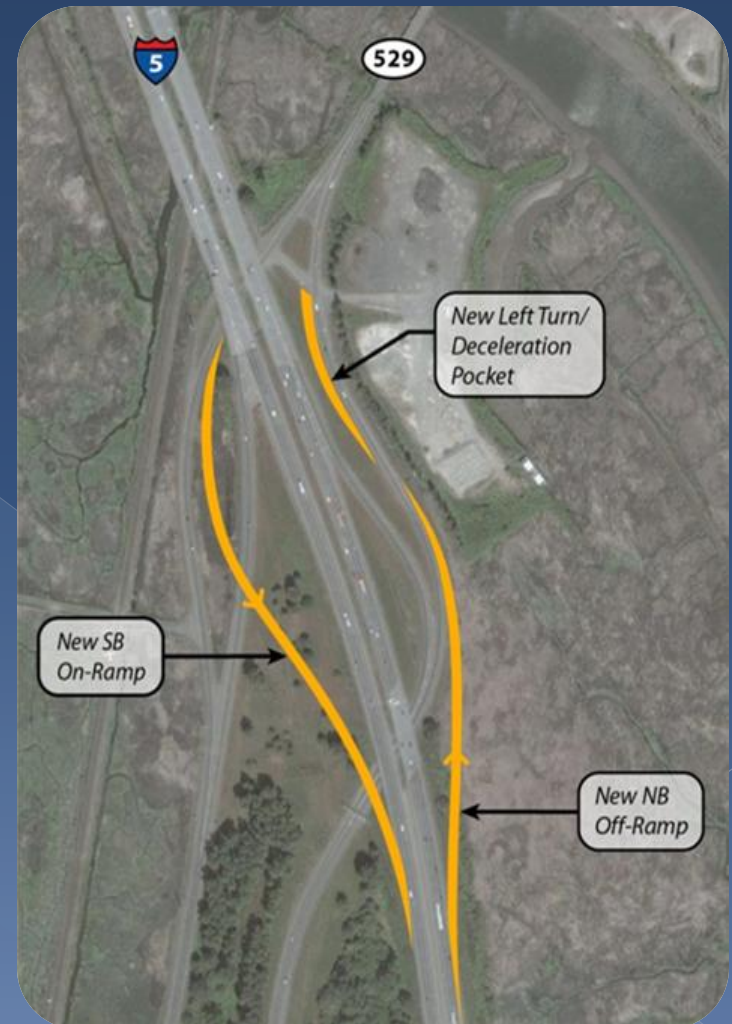
State Avenue Widening (100th St NE to 116th St NE)

The City is actively pursuing outside funding sources to widen the last stretch of State Avenue from 100th St NE to 116th St NE from 3-lanes to 5-lanes. Once completed, State Avenue will be a full 5-lane arterial from SR 529 to 172nd St NE. The project will include sidewalks, street lighting, and improvements across Quil Ceda Creek.



SR 529 / I-5 Interchange

The SR 529 and I-5 Interchange project will construct a new northbound off-ramp from I-5 to SR 529 (State Avenue) and a new southbound on-ramp from SR 529 to I-5. This will alleviate congestion at the SR 528 (4th Street) and I-5 Interchange as well as delays caused by the railroad on 4th Street. The City initiated the start of the project in early 2014 by completing a portion of the design and obtaining WSDOT and Federal Highways approval to move forward with the project. The project is now fully funded under the Connecting Washington program and will be turned over to WSDOT to complete the project.



First Street Bypass



The First Street Bypass will construct a new 3 to 5-lane arterial connection between State Avenue and 47th Avenue NE.

Construction of the SR 529 and I-5 Interchange will increase traffic onto State Avenue, with traffic diverting from State Avenue onto Downtown streets such as 2nd Street or 3rd Street. The First Street Bypass will provide a more direct route for west and eastbound traffic prior to entering the City's Downtown.

1st Street Improvements

The 1st Street project will improve pedestrian and traffic safety, reduce stormwater and beautify the corridor from State Avenue to Cedar Avenue.



3rd Street Improvements



The 3rd Street project will improve pedestrian/traffic safety, reduce stormwater and beautify the corridor from State Avenue to 47th Ave NE.

SR 528 Pedestrian Signal

The City will construct a High-Intensity Activated Crosswalk (HAWK) or pedestrian signal on SR 528 (4th Street) between State Avenue and 47th Ave NE, located near Asbury Field.



Grove Street Pedestrian and Bicycle Improvements

The City will construct new sidewalks and bicycle lanes on Grove Street between State Avenue and Cedar Avenue. The project will connect pedestrians and bicyclists to State Avenue and to the Cedar and Grove Park and Ride. The project is funded in part by the WSDOT Pedestrian and Bicycle Program, the Transportation Improvement Board and the Transportation Benefit District.



Marshall Elementary Safe Routes to School Project

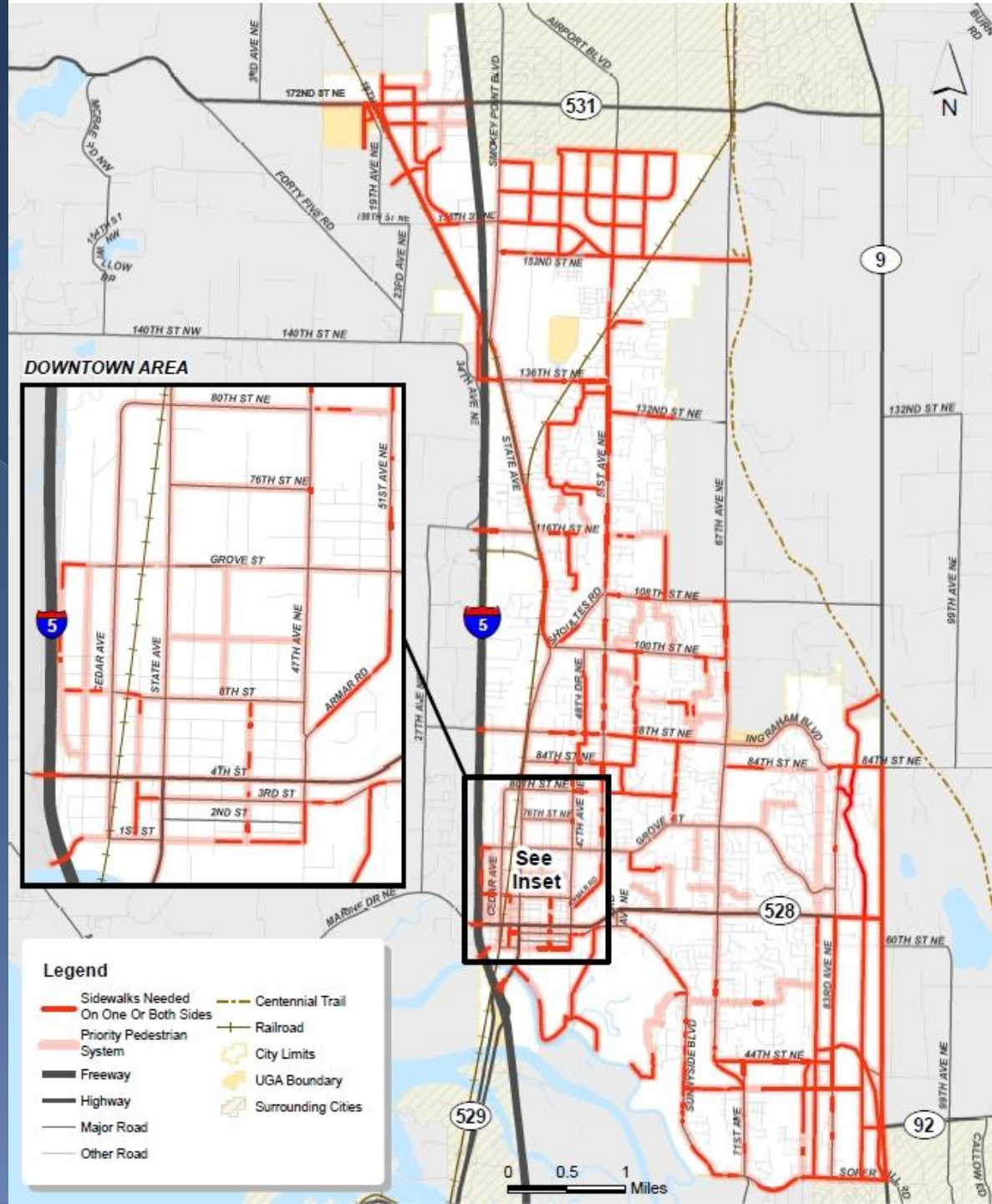
The City will construct new sidewalks and bicycle lanes on 116th Street NE just east of State Avenue and near Marshall Elementary School. The project is funded in part by the WSDOT Safe Routes to School program and the Transportation Benefit District.



Pedestrian System Plan

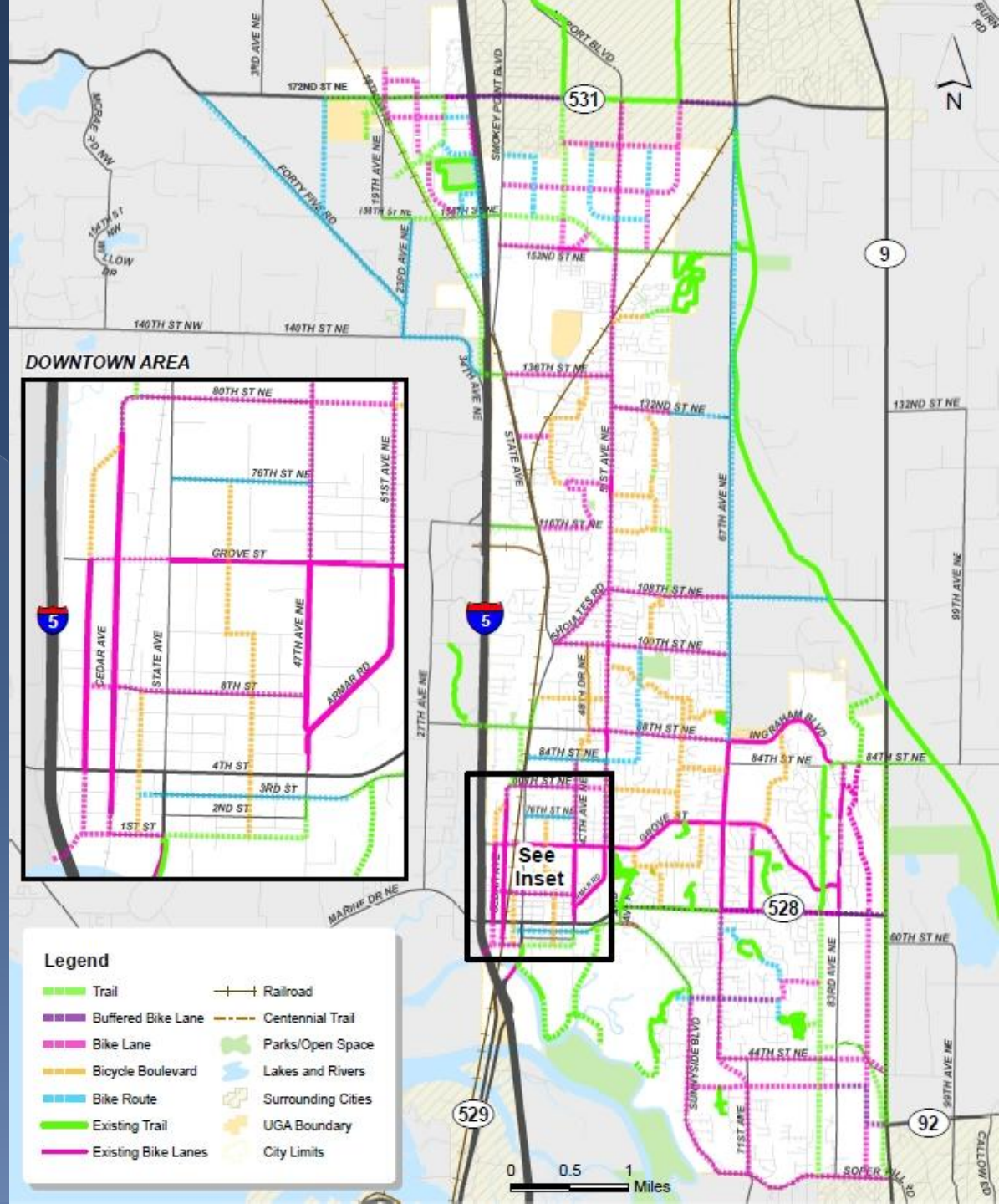
Sidewalks, walkways and multi-use trails are integral to the City's overall transportation system.

The City's Pedestrian System Plan emphasizes completion of sidewalks along the State Avenue corridor and completing those pedestrian connections along major roadways that intersect with State Avenue.



Bicycle System Plan

While State Avenue is not a planned bicycle route, the Bicycle System Plan emphasizes making bicycle connections to provide a comprehensive network of attractive bicycle facilities between residential neighborhoods, transit systems, employment areas, schools and parks.

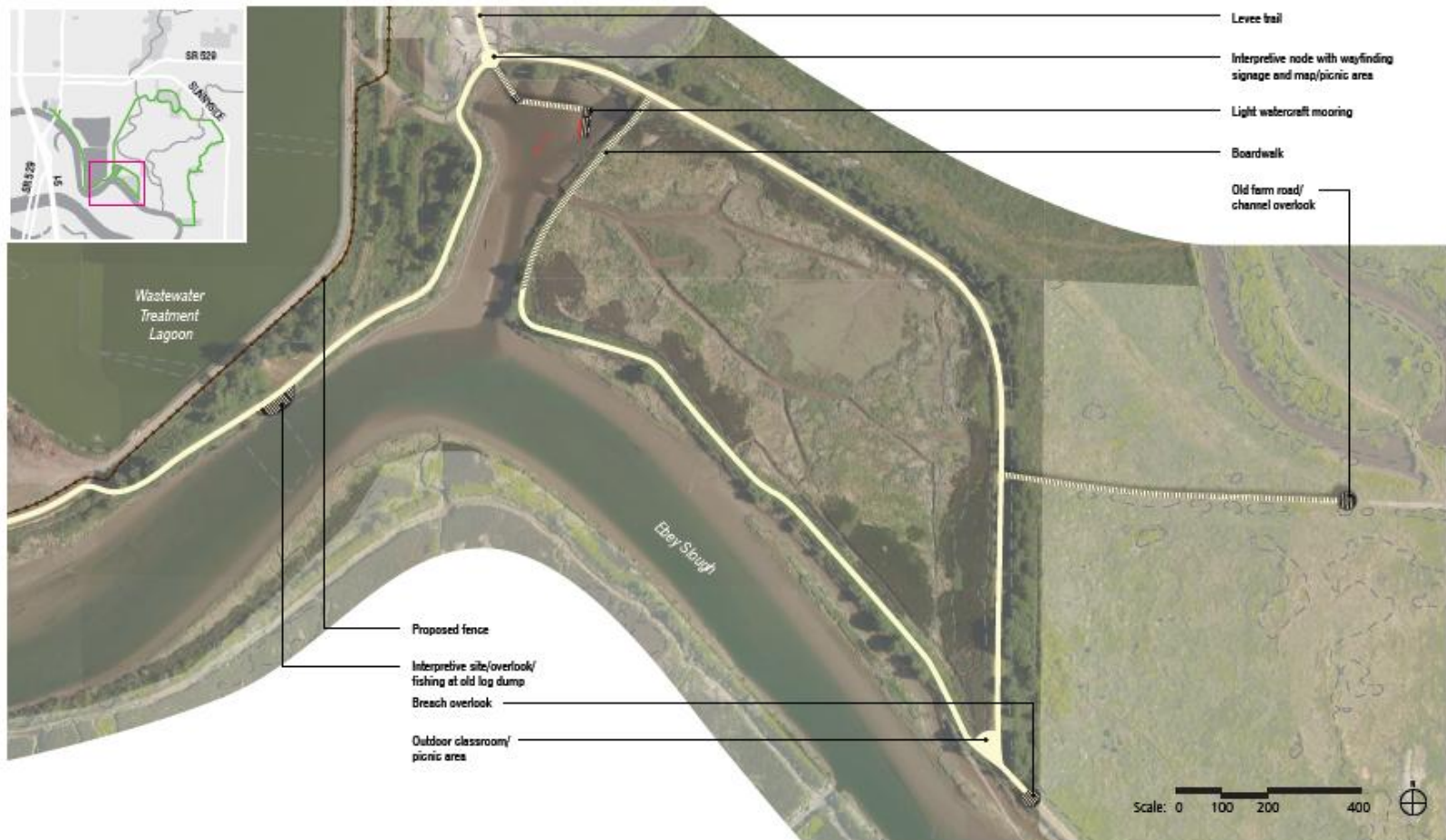


Downtown Waterfront Revitalization



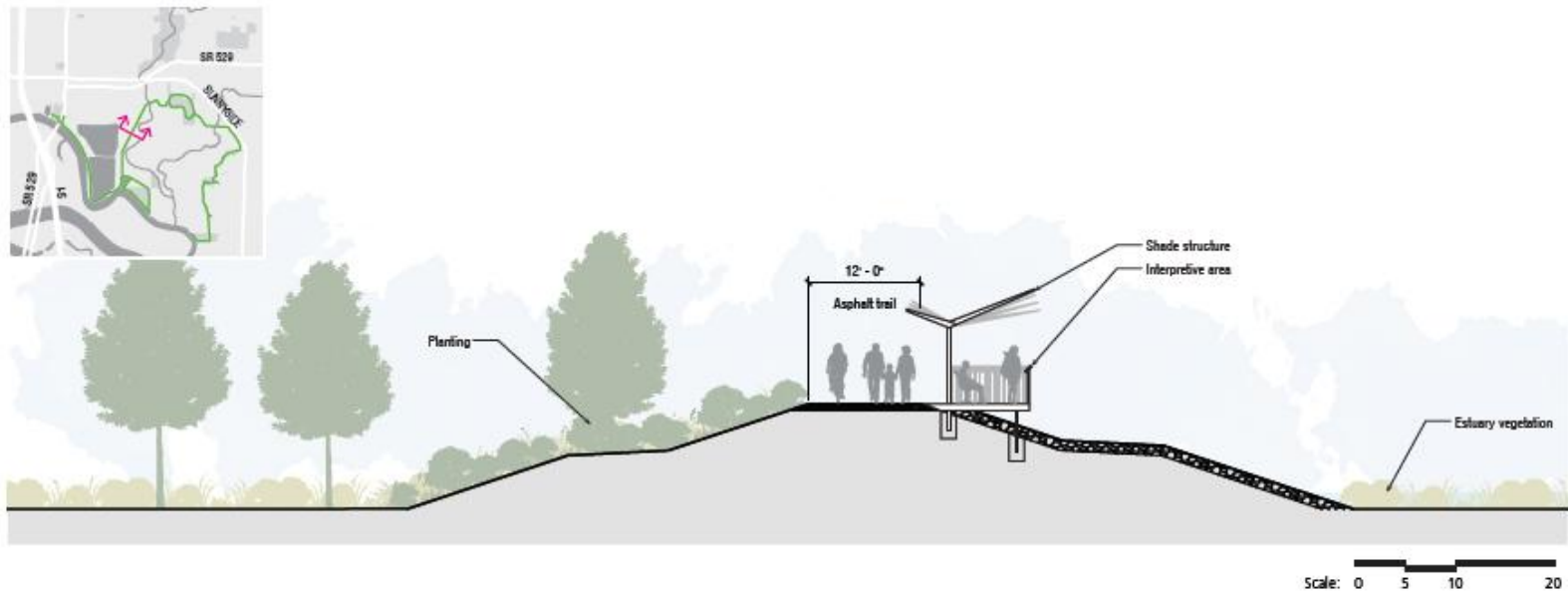
Ebey Waterfront Trail – Qwuloolt Wetland Reserve Concept Plan

Qwuloolt Wetland Reserve Concept Plan



Ebey Waterfront Trail – Amenities and Interpretive Features

Trail on Levee with Interpretive Area Section



Shade structure

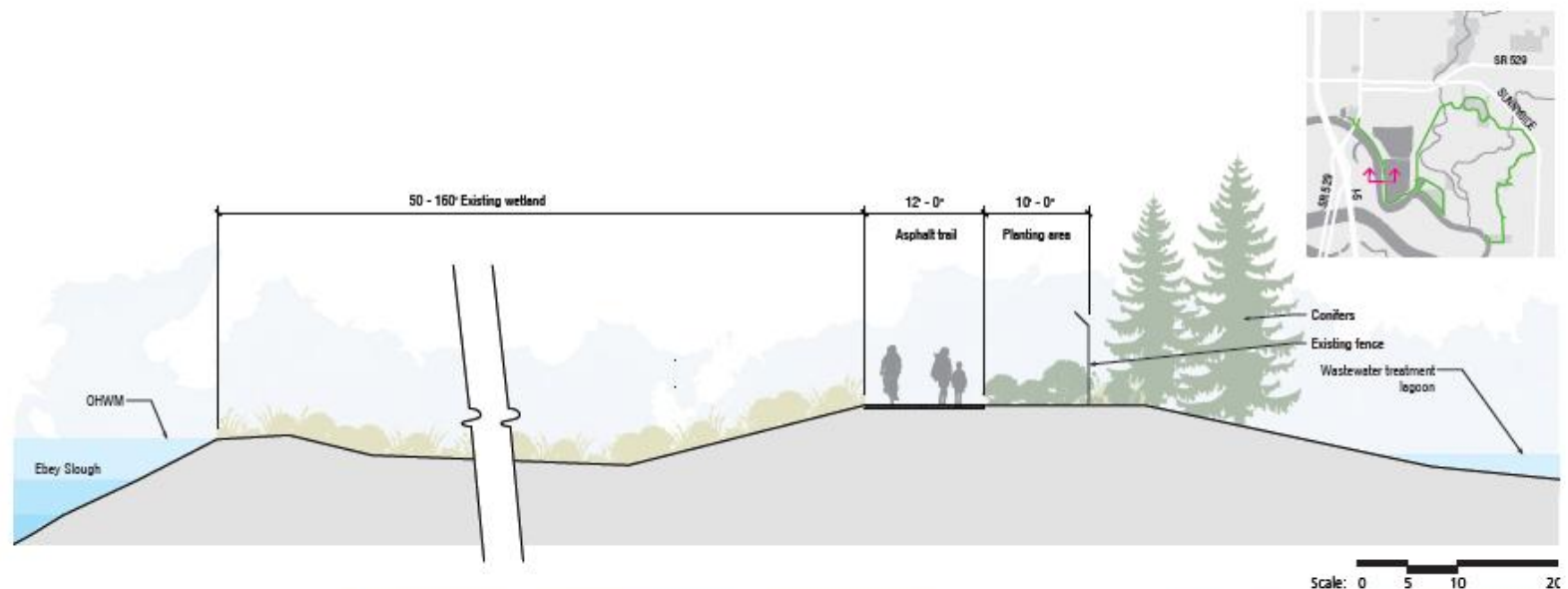


Interpretive features



Ebey Waterfront Trail – Wastewater Treatment Plant Section

Trail at Wastewater Treatment Plant Section



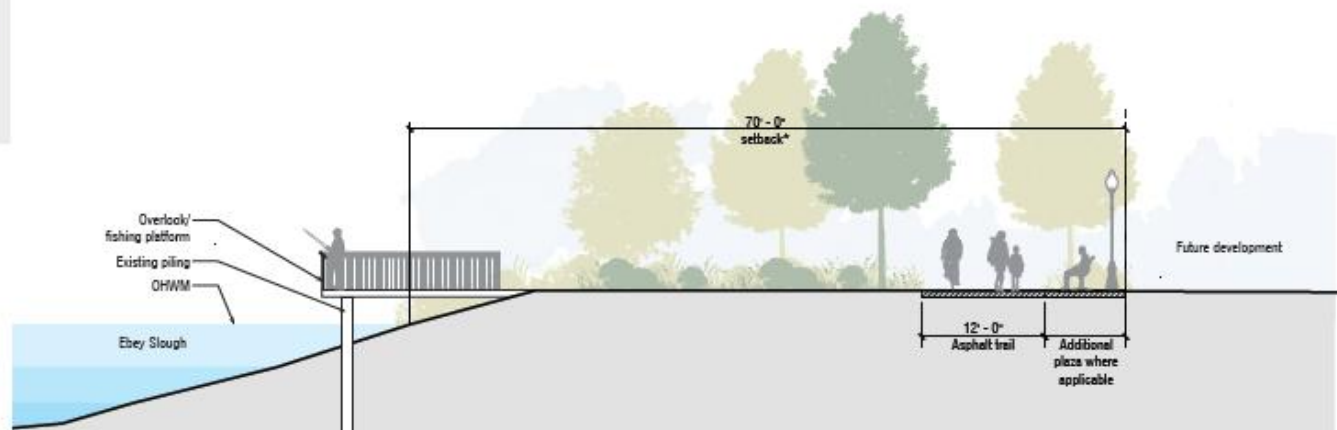
Artistic chain link



Vines on chain link fence

Ebey Waterfront Trail – Trail with Greenway Setback Section

Trail with Greenway Setback Section



Scale: 0 5 10 20

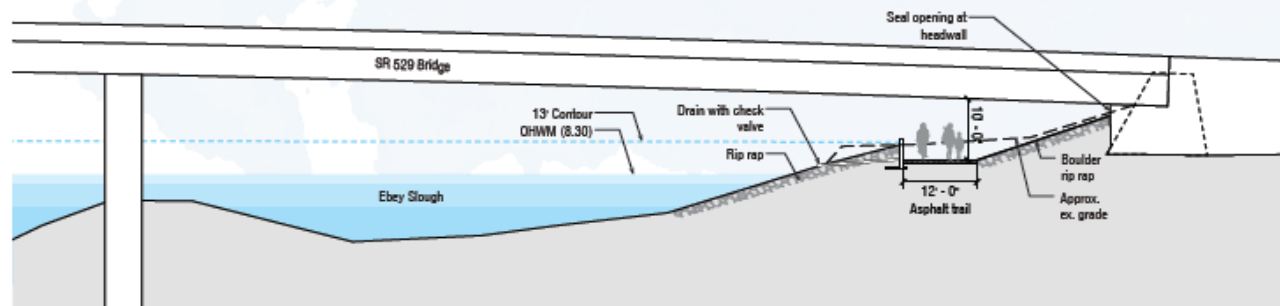
* Water-related or water-enjoyment setback for commercial, recreational or industrial development is 70 feet. The setback space shall include a 50-foot minimum strip of shoreline restoration measures and/or native vegetation plantings as approved by the City plus a 20-foot-wide public access easement running parallel with the shoreline. (Marysville Shoreline Master Program, October 2006)



Accessible fishing platform

Ebey Waterfront Trail – Trail at SR529 Underpass Section

Trail at SR 529 Underpass Section



Thoughts, Comments, Questions?

- We'd like to hear your thoughts.
- If you haven't completed the survey, there's still time. The survey is open through March 11th, and is available in paper form and online.
- The plan will be discussed and considered at upcoming Planning Commission and City Council meetings.
- Drafts of the plan and associated documents will be available on our website.
- Questions or comments?

